

# MANUFACTURERS' RECORD.

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## Arkansas Building Dedicated.

[From a Staff Correspondent.]

OFFICE MANUFACTURERS' RECORD,  
535 THE ROOKERY, CHICAGO, JUNE 17.

One Southern State now has a building open and full of visitors, which from its dedicatory exercises alone got enough advertising for that State to more than pay for it. This is the State of Arkansas, whose building was opened on Thursday, the 15th inst., the fifty-seventh anniversary of the State's admission to the Union. There were more than 1,000,000, yes more than 5,000,000 people who in the Chicago papers of June 16 had their eyes opened about this land which, as Governor Fishback said in his speech, was well known rather for its outlaws than its attractions.

How many people are there in the United States who would have thought it possible that Arkansas was doing the educational work which Governor Fishback points out? How many would have thought that the population of Arkansas came within 10 per cent. of doubling between 1880 and 1890? How many Northern people know that for corn-growing the average yield in Arkansas is equal to that of Indiana? Or that, as the United States agricultural reports show, Arkansas in 1887 produced more wheat to the acre than Kansas? Or that in 1888 the same report showed that it outstripped Michigan, Indiana, Iowa and Kansas in the average yield per acre of Irish potatoes?

But to come back to the Arkansas building and its dedication. Last Thursday was a memorable day for Arkansas, and the opening of the State building was an event of which the people of that State may well be proud. The building itself is a thing of beauty, and its natural attractiveness was enhanced by artistic decorations, in which the hand of woman, without which this building would never have been built, was everywhere manifest. Many well-known men of Arkansas were present, among them Governor Fishback and daughter, ex-Governor Eagle and Mrs. Eagle, Prof. James Mitchell, president of the Arkansas board of managers; Prof. J. H. Shinn, superintendent of public instruction; Professor Thomas, of the Iron Mountain road; Father John Lucy, Pine Bluff; Capt. John Mathews, Fort Smith. The following members of the governor's staff were present in full regimentals, several being accompanied by their wives: Col. Allen Kennedy, J. H. Gill, George Sengel, of Fort Smith; Col. W. S. Pollard, Fayetteville; Col. W. N. Richardson, Helena; Col. F. B. T. Hollenberg, Little Rock; Col. John Wheeler, Warren, and Colonel Jones, Washington.

Among the prominent Arkansas women who graced the occasion by their presence were: Mrs. R. E. Edgerton, of the national woman's board; Miss Fanny Scott, manager of the Arkansas board; Mrs. Dr. Murrell, of Little Rock, the decorator of the building; Mesdames L. P. Gibson, J. H. Southall, H. Adams and Penzel, of Little Rock; Mrs. L. C. Hynes, of Fort Smith; Miss Grace Kean, of Fort Smith; Mrs. Brown, Fayetteville; Mrs. J. H. Barton and Mrs. Loughboro, of Little Rock; Mrs. F. M. Douglas, of Chicago, formerly of Arkansas, the designer of the building; Mrs. Canfield and Miss Queen Lawson, of

Little Rock; Mrs. Trivett, of Cincinnati, the artist decorator of the building.

President James Mitchell, of the Arkansas board of World's Fair managers, formally transferred the building to the State of Arkansas, briefly reviewing in his address the progress of the State and presenting many interesting facts. He spoke in part as follows:

We have assembled to formally open to the public this building and to deliver it to the State of Arkansas. It is especially fitting that we perform that duty on this day, the anniversary of the admission of that State to the federal Union. Fifty-seven years ago today (June 15, 1836), when Andrew Jackson was nearing the end of his second term as President, the Territory of Arkansas became the State of Arkansas. Fifty-seven years is a considerable period in the life of man, but in the history of a State or a nation it is a very brief span. I do not propose to speak at length of Arkansas, her traditions, her history, her great natural advantages, her society or her people. In wealth and population she is not by any means at the head of the list, but in rapid growth in population and in the increase of her taxable values in the last decade she has exhibited a wonderful progress. The census of 1880 discloses the fact that in this period she has outstripped all the Southern States in the percentage of increase in population, except Florida, while the percentage of increase in taxable values was exceeded only by Texas. The percentage of increase in population was 40.57 per cent., while the increase in taxable values was 102 per cent. In her trade and commerce, her growth in manufactures and mining, in the development of her agriculture, in her churches, schools and colleges, and especially in her free common-school system, there has been a corresponding progress and advancement.

While it devolves upon me today to formally transfer this building to the governor of the State, as the property of the State, I wish to say that it represents in a large degree the patriotic free-will offerings of private citizens, who planned and erected it long before the legislature of the State gave it any assistance. The legislature of 1891, disregarding the appeals of a patriotic press and the earnest recommendations of Governor Eagle, failed to make an appropriation to represent the State at the World's Columbian Exposition, but patriotic citizens went to work, organized an association known as the Arkansas World's Fair Association, raised funds in different parts of the State, advertised for plans for a building, entered into a contract and paid over two-thirds of the contract price of the building before the legislature of 1893 came to the rescue with a small appropriation. In this patriotic and self-sacrificing work of raising funds I wish to give the noble women of Arkansas the credit that is due them. The woman's board of managers at the capital and the Columbian clubs organized in the principal towns and cities of the State engaged in the work with a zeal, energy and enthusiasm which always characterizes women in every patriotic enterprise, and I rejoice to say made our final success possible.

It is not worth while to recount the struggles and difficulties we encountered in the erection of this building. They belong to the past. But it is a source of just pride and hearty congratulation to every citizen of Arkansas that we are here with our sister States in this great assemblage of the States and nations of the world, the greatest spectacle of the kind since the birth of time. As citizens we are proud of the progress and advancement made by the State in the past, and we look confidently and hopefully to the future. Nature has been bountiful and lavish in her gifts to us.

With a sunny and delightful climate, where the extremes of heat and cold are unknown, and yet where we have all the advantages of well-defined seasons; a soil that yields readily and graciously to the labor of the husbandman; with nearly 4000 miles of navigable river; with a greater area of hardwood timber than is found in any State in the Union; with vast deposits of coal, iron, zinc, manganese, antimony, chalk, marble, onyx; with limestone, slate, granite and the celebrated novaculite, or oilstone, the most valuable in the world; with a fruit belt that produces the finest apples in the world—apples that have taken premiums and awards at many of the great pomological exhibits of the country, including in the list the Wilder

medal of the Pomological Society of Boston; with far-famed and health-giving medicinal springs in different parts of the State—among the number the Baden-Baden of America, the Hot Springs of Arkansas; with mountains, foothills, undulating plains, valleys and rich alluvial lands—a soil that produces in rich profusion everything that is grown in a temperate or a semi-tropical climate—such is Arkansas, the "crystal State."

We are proud of it; we love it; we are proud of its history, its traditions, its memories of war and peace; jealous of its honor and its good name. We rejoice in its growth, progress and advancement along all lines of improvement, and we welcome the capitalist and the home-seeker, bidding them go with us into partnership with the prosperity that is our certain heritage.

## GOVERNOR FISHBACK'S RESPONSE.

In accepting the building on behalf of the State, Governor Fishback spoke as follows:

While the ostensible object of this grand exposition is to exhibit to mankind the immense progress made by our people within the 400 years since the discovery of the continent by Columbus, yet its chief value as an educator lies in its exhibit of the great achievements wrought by man under free institutions, where energy and inventive genius have been unhampered by those artificial, social and political obstructions and those prejudices of superstition which have done so much to hinder the progress of science and of the human race.

The most marked of these achievements have taken place within the present generation. Thirty-five years ago I came West, and I am lost in amazement when I contemplate the wonderful changes which have marked this short period. Thirty-five years ago we had but thirty-two States in our Union; we now have forty-four. Twelve great, free Commonwealths, each an incipient empire within itself, have been added to our sisterhood.

Thirty-five years ago the ocean cable was but a dream, and telegraphy itself but an infant; now all the nations of earth are in instantaneous converse every day. Thirty-five years ago the telephone, the phonograph, the electric light and the electric railway slept in the brain of genius, awaiting but the quickening touch of the proper environment to awaken them to life and to the service of the age; now we wonder how we ever got along without them. Thirty-five years ago the continent was untraversed by either railroad or telegraph; now the Atlantic and Pacific are bound together by a half a dozen bands of steel and wire. Thirty-five years ago that vast region west of the Missouri river was an unpeopled wilderness; now it is filled with teeming populations and busy cities.

Thirty-five years ago this marvel of the age, this busy, bustling, wonderful city of Chicago, was but a village; now it is not one of the wonders, but it is the wonder of the world, without a rival and without a parallel. And amid all the grand sights which meet the vision and all the wonderful achievements which startle the imagination and daze the understanding of the visitor to this beautiful park, the greatest, most stupendous of them all is the city of Chicago itself.

During the thirty-five years just past slavery existed in one-half of our country and 4,000,000 of people were under its bondage; now they stand before the law clad in all the habiliments of citizenship, the equals of all other men. In no other country, under no other institutions, have so many changes taken place and so much progress been made. And I am proud to say that in no State in this Union of ours has such marked and such remarkable advancement been achieved as in the State represented by this beautiful building, to dedicate which we are assembled today. Thirty-five years ago I landed at Napoleon, Ark., a town of about 100 people, seventeen of whom were under indictment for murder. Its people seemed to have no visible means of support except that of gambling. That town has long since been washed away into the ocean of waters, just as the Arkansas of that date has been washed away into the great eternity of the past. Thirty-five years ago Arkansas was the land of the bowie-knife and pistol and of the "Arkansas traveler;" now it is a land of culture and refinement and of law and order.

Thirty-five years ago we had no public schools in the State and but few churches; now we boast,

and proudly boast, that we have one school to every 375 inhabitants and one church to every 322 inhabitants, and that during the past ten years we have established nearly one church and nearly one school every other day during the entire decade.

Thirty-five years ago the colored inhabitants of our State were in the bondage of slavery; now they are not only free, but are making an advancement that could scarcely have been expected of them.

Thirty-five years ago education in our State was confined to the white people, and to but few of them; now, the recent census of the United States shows that the white people of Arkansas, who pay nearly the entire tax which supports our public schools, are cheerfully shouldering a double burden in that they are not only educating a larger percentage of the white children of the State than those older and far more wealthy States of Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, New Jersey and Pennsylvania, but that, in addition to this, they are educating a larger percentage of the negro children of the State than New Hampshire, New York, New Jersey, Pennsylvania, Connecticut, Rhode Island and even cultured Massachusetts are educating of their own children, who are of their own flesh and blood.

In receiving this building I am commissioned by the people of Arkansas to say to all who would seek a home in our State that we not only offer you such a state of society, such religious surroundings, such educational facilities and such exceptional safety to life and property, but we also offer you a cordial, brotherly welcome. We invite you to a climate that could with difficulty be improved upon; to a soil that responds to the touch of industry with as much liberal generosity as any other on our continent; to a country teeming with a profusion of mineral wealth; where not only the ideal home is possible, but where fortune awaits almost every species of enterprise.

## HOW THE WOMEN WORKED.

Mrs. C. R. Edgerton, one of the lady managers from Arkansas, gave an interesting account of the way the money was raised by the women for the construction of the building. She said:

This delightful home which we enter today has been obtained, like many other precious things in life, at considerable cost and sacrifice. Tasks of the most disagreeable kind have not been shunned or evaded, and when we contemplate how we have laid aside all pride and almost denied our womanly and finer instincts, courting rashly severest criticism in order to reach this goal of our desires, we wonder at our own temerity. But loyalty first of all to the true and lasting interests of our great Commonwealth has, I can sincerely aver, been the motive power which has urged us on through all our difficulties, and our coming to this splendid gathering of States and countries of the whole world was only made possible by a total renunciation of self and the setting aside of all personal exaltation.

We rallied triumphantly from our first defeat, which came from the legislature at the very outset, and adopted what is very well known as the Texas World's Fair Association plan, and fell briskly to work selling stock, with some considerable success, until we discovered we were regarded with suspicion of having designs upon every man's pocket and purse. Probably it was really a mild form of highway robbery, and no one realized it more than ourselves as we smiled and argued most convincingly with our victims. This course we pursued systematically until the people showed a disposition to rebel, and we had secured about \$10,000 and exhausted all our ingenuity and arts. Then it dawned upon us that the principle was not a sound one. Public opinion declared so, and we had no longer a hold upon its sympathies. All coaxing and pleading for the beautiful building, now well under way, fell upon deaf ears and stony hearts.

So we turned our attention toward the popular and fashionable organization known as "The Columbian Club," and which seemed so productive of money and influence. A hundred women responded to the first call for organization. Enthusiasm reigned, and once more we rallied to the work of helping to lift Arkansas into the line of march. The furnishings and

decorations which adorn the various reception rooms and walls of our building are the pleasing results of the combined efforts of organized women in Columbian Club work.

THOMAS P. GRASTY.

### Comparison of Bank Failures.

The banking-houses of a community or certain section of the country are supposed to show its financial condition either by their weakness or strength. They are the pulse of business, so to speak.

The period from May 1 to June 15, all financiers agree, has been one of the most critical this country has ever passed through. The record of the Southern States during that period, as indicated by their banking institutions, shows a remarkably prosperous condition. Out of the eighty bank suspensions in the country during the period named, but twelve were of Southern banks, while sixty-two were in the West and Northwest. The total capital represented in the suspensions was \$13,008,980, of which but \$1,211,100 was in the South. The West and Northwest suspensions involved \$10,447,880. The lists of suspended banks which follow have been compiled from official reports, and the capital of incorporated banking-houses has been estimated from their commercial rating, in all cases under the highest figure quoted. The lists are appended:

#### WESTERN AND NORTHWESTERN STATES.

	Capital.
Chemical National.....	\$1,000,000
Columbia National, including thirty branches.....	1,000,000
West Chicago Bank.....	125,000
Meadowcroft Bros.....	100,000
Conrad Niehoff.....	50,000
Joseph Higgins.....	50,000
Ternberg, Griffin & Co.....	300,000
(All of Chicago.)	
City Bank, Carbondale, Ill.....	30,000
E. Bonham, Fairfield, Ill.....	60,000
Evanston (Ill.) National.....	100,000
Bank of Moscouhatch, Moscouhatch, Ill.....	100,000
Capital National, Indianapolis, Ind.....	300,000
Bank of Bedford, Ind.....	100,000
Worley's Bank, Ellettsville, Ind.....	75,000
Farmers and Merchants' State Bank, Fairmount, Ind.....	50,000
Northwestern Guarantee & Loan Co., Minneapolis, Minn.....	1,250,000
Farmers and Merchants' State Bank, Minneapolis, Minn.....	60,000
First National, Cedar Falls, Iowa.....	50,000
Wells & Garretson, Fairfield, Iowa.....	300,000
Union Stock-yards State Bank, Sioux City, Iowa.....	300,000
Riverside Banking Co., Riverside, Cal.....	303,680
Bank of Santa Clara County, Santa Clara, Cal.....	135,000
Beresford (S. D.) Bank.....	25,000
Salem (S. D.) Bank.....	50,000
Bank of Chamberlain, S. D.....	30,000
W. B. Mygatt, Denver, Col.....	400,000
State Bank, Manitowoc, Wis.....	50,000
Plankinton Bank, Milwaukee, Wis.....	200,000
Bank of Two Rivers, Wis.....	10,000
Shell Lake (Wis.) Savings Bank.....	30,000
Hudson (Wis.) Savings Bank.....	25,000
National Bank of North Dakota (also First National Bank of Dakota and twenty branches).....	300,000
Burr Oak (Kans.) Bank.....	50,000
First Nat'l Bank, Arkansas City, Kans.....	125,000
B. E. Snipes & Co., Roslyn and Ellenburg, Wash.....	300,000
Merchants' National, Tacoma, Wash.....	250,000
Washington National, Spokane, Wash.....	100,000
Washington Savings, Spokane, Wash.....	50,000
Citizens' National, Spokane, Wash.....	150,000
Everett (Wash.) Bank.....	25,000
Palouse City (Wash.) Bank.....	50,000
Bank of Spokane Falls, Wash.....	150,000
Hamilton, Job & Co., Corvallis and Vauquinn, Ore.....	50,000
American National, Omaha, Neb.....	200,000
McCayne Savings, Omaha, Neb.....	50,000
Cortland (Neb.) State Bank.....	13,000
C. P. Higgins, Missoula, Mont.....	250,000
State Bank, Crystal Falls, Mich.....	250,000
Exchange Bank, Gladstone, Mich.....	10,000
King's Bank, Brooklyn, Mich.....	150,000
Exchange Bank, Moberly, Mo.....	10,000
People's Guar. Sav. Co., Kansas City, Mo.....	5,000
Sec'y Sav. & Trust Co., Kansas City, Mo.....	100,000
Foster & Co., Fostoria, Ohio.....	600,000
Sandusky (Ohio) Savings Bank.....	50,000
Defiance (Ohio) Savings Bank.....	36,200
Lake County Bank, Painesville, Ohio.....	200,000
Exchange Banking Co., Weston, Ohio.....	25,000
Citizens' National, Hillsborough, Ohio.....	100,000
Camden (Ohio) Bank.....	15,000
Lynchburg (Ohio) Bank.....	50,000
Park City (Utah) Bank.....	50,000
EASTERN AND MIDDLE STATES.	
R. K. Robinson & Co., Wilmington, Del.....	200,000
Canal Street Bank, New York city.....	100,000
Elmira (N. Y.) National.....	200,000
National Bank of Deposit, New York city.....	300,000
Neher & Carpenter, Troy, N. Y.....	250,000
Vermont Investment Co., Ormell, Vt.....	300,000
SOUTHERN STATES.	
Merchants' National, Fort Worth, Texas.....	\$350,000
Nashville (Tenn.) Savings Co.....	50,000
Bank of the Carolinas, Florence, S. C., and ten branches.....	60,000
Tusculum (Ala.) Banking Co.....	50,000
First National, Brunswick, Ga.....	200,000
Oglethorpe National, Brunswick, Ga.....	150,000
State Bank, Brunswick, Ga.....	50,000
Hobbs & Tucker, Albany, Ga.....	150,000
Citizens' Bank, Johnson City, Tenn.....	31,100
Second National, Columbia, Tenn.....	100,000
Gulf National, Tampa, Fla.....	50,000
First National Bank, Brady, Texas.....	50,000

From this it will be seen that the Southern bank suspensions were only about 12

per cent. of the Western capital embarrassed and about 10 per cent. of the suspensions throughout the country.

The question for investors to consider after studying these figures is, which is the safest and most profitable field for investments, the West or the South?

### Meeting of the Engineering Association of the South.

At the regular meeting of the Engineering Association of the South at Nashville, Tenn., June 8, 1893, a paper on the Pecos viaduct was presented by Mr. J. Kruttschnitt. In the original construction of the Galveston, Harrisburg & San Antonio Railroad, of the Southern Pacific system, the deep canon of the Pecos river presented such difficulties that to avoid it a considerable detour was made and the line built with heavy grades and curvature, yet at great expense; besides, the operating expenses were large, the unstable condition of the adjacent limestone necessitating constant patrol of the track and reduction of train speed. These disadvantages led to the location of a cut-off, crossing the Pecos river on the viaduct described. The two lines are thus compared:

	Operated line.	Cut-off.
Actual length in miles.....	24.5	13.3
Comparative length reduced to level tangents.....	33.77	17.9
Wooden trestles, feet.....	3,600	600
Iron bridging, feet.....	2,730	2,180
Weight of iron bridging, lbs.....	3,893,000	3,640,000
Total curvature, degrees.....	2,966.6	991.7
Maximum deg. of curvature.....	10	5
Maximum grade in feet per mile.....	52.8	52.8
Rise and fall, feet.....	902.27	524.38

The masonry piers and footings are of tough limestone laid in Portland cement mortar, and were built between March and November, 1891, 3270 cubic yards costing \$70,000. For comparison the lengths, heights and weights of the six highest viaducts are given:

Name.	Length between abutments.	Base of rail to water level.	Weight in pounds.	Wt. per sq. ft. vertical projection.	Live load per lineal ft. lbs.
Garabit.....	813.00	401.80	7,010,000	22.74	3,220
Loz.....	800.00	336.00	2,497,600	20.00	2,900
Pecos.....	2180.50	320.89	3,640,000	13.32	5,000 and 30,000 conc.
Malleo.....	1139.80	312.00	3,148,886	15.50	2,750
Kinzua.....	2044.00	301.10	3,500,000	9.10	
Evau.....	812.20	299.50	2,682,998	19.17	

This table shows that the Pecos ranks one of the highest viaducts for standard gauge in the world; also that it leads in live load specifications and lightness. One of the most remarkable features in the work was the traveler used in erecting; it had an overhang, perhaps hitherto unequalled, 124.5 feet, which was secured by a 57-foot wheel base, the traveler being counterbalanced and clamped to the completed parts of the structure. The iron was brought out on push-cars on the permanent track, taken by the crab on the traveler, lowered and held in position till the connections were made. The heaviest pieces weighed eleven tons. After erecting the east half of the structure, the traveler was taken to pieces and shipped by the operated line to the west bluff, a lighter traveler meanwhile raising the short towers at the west end. In erecting the east half 41,000 pounds of iron was averaged per day net time, and 62,000 pounds in the west half. The average number of men employed in erecting was sixty-seven, and eighty-seven working days were consumed between beginning erection and connecting the suspended spans. The structure was built by the Phoenix Bridge Co. The floor timbers are covered with galvanized iron for fire protection. Total cost of viaduct, \$250,000. The paper was fully illustrated by drawings and photographs. Next meeting of the association, Nashville, Tenn., July 13, 1893.

WALTER G. KIRKPATRICK, Secretary.

### The Canning Industry.

At this particular period of the season, when early fruits and vegetables are on the market, the canned goods industry begins to show the usual activity. A visit to the various packing-houses in and around Baltimore will develop the fact that there is at present a stronger desire than ever before in the history of the trade to maintain the reputation of an industry which has had its birth in the Monumental City. Among the leading packers the C. H. Pearson Packing Co. and the Aughinbaugh Canning Co. are perhaps correct expositors of the methods of canning adopted at the present day. These extensive plants situated near Locust Point have perhaps the most perfect appliances in every department for the purposes intended, with corresponding facilities for receipts and shipments by rail and water, of any in the country. At this particular season they employ about 800 hands. The methods employed by these companies and others in Baltimore place on the market a first-class grade of goods. In peas, which is now the principal class of goods produced, the Pearson Company has adopted the Sinclair-Scott Manufacturing Co.'s hullers, which accomplish the work of 600 hands and turn out the vegetable properly cleaned and classified as to size, ready for the process kettle. Machinery for preparing other vegetables and fruits is in use here, and operations in every department are under the supervision of a foreman or superintendent. With all these accessories these companies are in a position to hold the reputation gained for the "Aughinbaugh" brand, which has become famous in the two Americas and throughout the various quarters of the globe.

### Louisiana's Salt Mine.

The great rock salt deposit on Avery's Island, in Iberia parish, La., is comprised in a tract of land containing 300 acres. A shaft 190 feet in depth has been sunk into it, and the mine superintendent states that a drill has been operated in the bed to a distance of 1000 feet without reaching the end of the deposit. The top of the bed is sixteen feet below the earth's surface. Above it are found fossil remains of human beings and animals, also fragments of pottery and stone implements. Although on the Gulf coast, geologists believe that the bed was formed by the cooling of a vast quantity of chloride of sodium thrown up during volcanic action at an early period in the earth's history. It does not decrepitate as does marine salt on exposure to heat, and a chemical analysis fails to reveal any potassium, magnesium or calcium usually found in the composition of sea salt. At present the salt is mined by a New York company which, it is said, pays \$40,000 a year royalty for the tract. This deposit and a bed near Warsaw, N. Y., are said to be the largest discovered on this continent. The bed near Warsaw is mined at a distance of nearly 900 feet below the earth's surface.

### The Galveston Jetties.

A special from Galveston, Texas, of the 11th inst. says that work is being rapidly pushed on the two jetties now being constructed at the entrance to the harbor of that port for the purpose of increasing the depth of water on the bar. The south jetty is already completed to a depth of twenty feet. As soon as the north jetty is well under way it will be extended to a depth of thirty feet. Work on the north jetty at Point Bolivar, six miles from the city, is also progressing, and during the last month 4034 tons of rock have been placed in position. The trestle work of the north jetty has now been extended out into the Gulf 1500 feet, and has reached a depth of nine feet. The water in Bolivar channel is increasing in depth, and the

steamship Leonora passed out a short time ago drawing sixteen and a-half feet. At ordinary tide the depth is a fraction over sixteen feet, and orders have been given to the Mallory Line of New York steamers to load at fifteen and a-half feet. At Sabine Pass during the month of May the jetty contractors performed some good work, and it is expected to have a 17-foot channel across the bar by September 1.

### Improvements on St. John's River.

The trustees of the St. John's river improvements met last week in Jacksonville, Fla. There were present Chairman Fairhead and Messrs. R. B. Archibald, W. M. Ledwith, D. G. Ambler, Max Hirschman, E. W. Gillen, J. D. Mead and Secretary Charles H. Smith. Engineer I. H. Bacon was also present. The principal business of interest was the reading of the report of Engineer Bacon, which was received and ordered placed on file. The report showed that during the month of May, 1893, there were removed from the Dames Point cut 62,267 cubic yards of dredge material. The amount previously reported was 161,184 cubic yards, making a total of 223,451 cubic yards. The cut has been completed for a distance of 3500 feet to the full width of 200 feet and nineteen feet deep. Besides this a cut has been made through the shoaled portion of the proposed channel 100 feet wide and fourteen feet deep at dead low water for a distance of 1300 feet. This gives an available mean low-water depth of thirteen feet between the bar and Jacksonville. A conservative estimate of the work is as follows: Dames Point cut will be completed in August, 1893. This will give a mean high-water depth of fourteen feet between the bar and Jacksonville. St. Charles and Brown Creek cuts will be completed in November, 1893, and will give a mean high-water depth of seventeen feet. Hannah Mill cut will be completed in January, 1894, giving a mean high-water depth of nineteen feet. The last cut, at Mile Point, will be completed in March, 1894, giving a depth of twenty feet. The board proceeded to elect a trustee to take the place of Judge E. M. Randall, resigned, and A. B. Campbell was elected. The meeting adjourned.

### The Hatteras Lighthouse.

The lighthouse board has authorized the expenditure of \$5000 for submarine borings on the outer Diamond shoals, Cape Hatteras, N. C. The object of the borings is to find a solid bottom upon which to construct the lighthouse, which is badly needed at this point. An appropriation of \$300,000 is available for lighthouse purposes at this place. Work was contracted for last year, but the contractors, after constructing a caisson to begin work with, lost the caisson in the ocean because of the heavy sea, and refused afterwards to continue the work. The caisson was worth \$70,000, and now lies in the ocean. The place is considered the most dangerous spot to navigators on the Atlantic coast.

### A New Land Company at Norfolk, Va.

A charter was granted by the judge of the Corporation Court at Norfolk, Va., on Saturday last to the McDonald Company, whose chief business will be to deal in and develop real estate. The capital stock of the company is to be not less than \$300,000 nor more than \$500,000, in shares of \$100 each. The amount of real estate to be held is not to exceed 25,000 acres. The officers of the company are as follows: Richard H. McDonald, of San Francisco, president; A. P. Thom, of Norfolk, vice-president; Charles G. Ramsey, of Norfolk, treasurer; William A. Wrenn, of Norfolk, secretary. The above and F. S. Edminister, of New York; John B. Whitehead, of Norfolk, and Frank V. McDonald, of San Francisco, constitute the board of directors.



**Mr. Kimball's Plan for Atlanta.***By Col. I. W. Avery.*

The important movement of Atlanta to encourage manufactures has taken a new turn, and a very practical one. The move has aroused all the enthusiasm of this earnest city, always alive to its own interest and ever ready to unite all possible energies upon any plan to promote its growth and advance its fortunes. The committee of 100 met June 18 to get report of progress. Over 500 shares were stated as taken, representing \$25,000, in addition to the \$10,000 already taken, and this was accomplished with many sub-committees unorganized on account of absence of its members, and only partial work by others.

The leading feature of the meeting, however, was the fact that Mr. Hannibal J. Kimball, of New York, was present and was called out to address the gathering. He suggested a plan that is to be looked into, and which may change the method of procedure. The committee elected Gen. Clement A. Evans, chairman, and Mr. A. S. Beck, secretary. Mr. Kimball built the first Kimball House, the leading hostelry here, out of his own money, and when it was burned rebuilt it for the citizens, and it now bears his name.

Mr. Kimball has been identified with many enterprises here, among them the great Cotton Exposition, the union depot, the old capitol, etc. Mr. Clark Howell moved that he be invited to address the meeting; the motion was unanimously carried, and Mr. Kimball opened with these words:

"I congratulate the citizens of Atlanta today upon this movement. I congratulate them as I never congratulated them before, for here, at a time when everybody else seems to be holding their hands on their pockets with tightening grip, and whining about hard times, the indomitable energy of Atlanta stands up and says in no mistakable way that here is a city that will hold out a helping hand to any worthy manufactory that seeks establishment within her gates. Certainly it is a compliment to the good citizens of Atlanta that they are willing to turn a deaf ear to the cry of hard times heard in every other city of the country, and will lend money, cool cash, to enterprises like this. I rejoice with you today that the spirit that built the first few houses of this proud old city is not dead. I rejoice with you that you are the only city in the country that is not whining about the tightness of the times. It is Atlanta, the same old Atlanta that used to be, and you can't down her, take the country over."

Mr. Kimball then touched upon a plan of "guarantee" in the place of loaning money to manufacturing plants, which took little funds, and at the same time backed an industry with all the credit necessary to successful operation. He said he had tried this plan, had seen it successfully tried, and knew that it brought the best results. He said that every laborer in an enterprise cost \$1000 a year. Atlanta used 15,000 operatives yearly in her industries, at a cost of \$15,000,000. The plan of guarantee made the same amount of money raised in a company as the basis of credit go ten times as far as the same amount of money actually raised and loaned; \$50,000 on the guarantee plan in stock would do the same work that \$500,000 would do in money actually loaned and put into the business. He said that the details of the plan were too many to be discussed in a large meeting, but if the gentlemen present would appoint a committee of their most experienced and influential business men to confer with him he would submit the plan fully to them, with all detail of figures and estimates and results, and their report upon its feasibility could then be laid before the citizens, and, if adopted, made the basis of this great and important movement for Atlanta's good.

Upon the motion of ex-Mayor W. A. Hemphill, the following named gentlemen were appointed by the chairman to confer with Mr. Kimball and report at the next meeting: Mayor Goodwin, W. A. Hemphill, J. W. English, S. M. Inman, Joel Hurt, C. W. Hannicutt, Clark Howell, E. P. Chamberlain, G. W. Adair, H. H. Cabaniss, Burton Smith, Josiah Carter, Phil Harralson, Aaron Haas and W. A. Osborne.

The feature of the plan submitted to the committee by Mr. Kimball is to apply the principle of insurance to the industrial development of the city by organizing a company on the basis of an insurance corporation. It will insure against the risk of loss of principal and interest of bonds, preference stocks and other securities of approved character, and generally apply the principle of insurance or guarantee to securities whenever it can be applied safely and profitably. It would insure and issue policies at moderate charge, guaranteeing the principal and interest upon the issue of such stocks or bonds which represents one-half or less of the actual cash investment in any approved industry, the property or securities representing the unguaranteed portion of the investment to be pledged as additional security for such policy. It would undertake to negotiate and procure the sale of the securities so insured at moderate rates of interest. The charges for such policies or guarantees are to be determined after critical examination of the securities offered. The paid-up capital of the corporation is to be invested in readily available and high-class securities, which, together with the uncalled capital, will furnish a guarantee for the prompt fulfillment of the enlargement of the corporations. Every proposal for insurance is to be considered upon its merits, and accepted at such rates and upon such terms and conditions as the directors may deem proper, having due regard to the risk of the undertaking.

Mr. Kimball further suggested that the company be incorporated under the name of the Atlanta Industrial Investment Insurance Co., with a capital of \$500,000, divided into 10,000 shares of \$50.00 each, and a premium of \$1.00 per share to provide for preliminary expenses, subscriptions to be binding when 2000 shares had been subscribed by good, responsible parties. To accomplish the purposes of the organization it must be able, he thought, to extend an invitation broadcast, which should, in addition to pointing out the advantage referred to, set forth plainly at least the three following prominent points:

That this company pledges its best efforts to secure transportation rates that shall enable Atlanta products to compete with the markets of the world.

That the company pledges its best efforts and influences to secure such legislation, municipal and otherwise, as shall protect against excessive taxations.

That the company will undertake to procure one-half the capital required for the establishment of any industrial enterprise approved by it at moderate rates of interest.

Several of the committee expressed themselves as heartily in favor of the plan and strongly recommended it.

Mr. Aaron Haas moved that a committee of five be appointed to meet and discuss the details of this plan and report to the general committee of fifteen before the citizens' meeting. This was carried.

Mr. Kimball has shown himself to be a man of large conceptions, prolific in plans, with wonderful fertility in resource and detail, and with great energy and a contagious enthusiasm. He has planned many valuable enterprises, and has shown great devotion to Atlanta, with whose improvements it has been his fortune to be identified in the last twenty-five years. He has a very pointed and earnest way of talking

that impresses people, and a practical terse method of presenting things that is very effective. Atlanta men have a practical business sense in seizing the substance of enterprises and discarding the visionary parts of all matters that has stood her in good stead. The general impression is that Mr. Kimball has presented an admirable plan, and these sharp Atlanta spirits will make the most of it and get the gum out of it.

**Our Need of Good Roads.**

There can be no question but that the public roads of this country are in a condition which is anything but reflective of pride to an American, and our neglect in this respect, though it may be accounted for by a score of plausibilities, is in many ways detrimental to the common advancement of the people. Bad roads, and especially when these occur as they do occur in the majority of cases in the rural districts, are almost as bad as having a deficient railroad service, or, indeed, during parts of the year no railroad service at all. Various events are constantly bringing to our attention the condition of our roads. Although the bicycle relay matches may not commend themselves to economists of one shade or another, they nevertheless serve a useful purpose in so far as they may contribute to the reform of a matter which is not only of national interest, but of national importance. Americans who have traveled in Europe have been struck at the well-kept conditions of the roads throughout the countries that they may have visited, and the idea has been enforced upon them that the duty lies upon those who are responsible for these matters to effect a transformation, and especially as the means are at hand for the achievement of this purpose. In the case of Australia we get some faint indication, as it were, of the value of public improvements of all kinds, not only in the building of magnificent buildings and docks and harbors, but also in the construction throughout all sections of the colonies there of roads, which have served and do serve to very materially bring about the agricultural and industrial development of the country. The point arises, and it is a very interesting one, how is it that this particular country has succeeded in obtaining such a perfected system of excellent roads throughout the length and breadth of its confines? That matter is readily appreciated when it is borne in mind that the convicts have been compelled to contribute their labor for this most excellent and laudable purpose. The idea was evidently that the convict, after the law had been forced to transport him to a far different sphere, might as well become a useful worker in that sphere as to become a useless and perhaps a dangerous drone. Hence he was put to work, and the fruits of his labors are made manifest in the existence of good roads and docks. Now we are confronted with a series of problems here which are becoming more acute year after year, simply because we do not seem to appreciate the fact that the convict who is employed upon public improvements is of much greater value to the State than the convict who is leased out to become a competitor with his fellow-men by manufacturing at prison wages goods which the ordinary workman has to labor upon for the sustenance not only of himself, but also of his wife and family. It may be said, without indulging in any exaggeration, that it is little short of a most abominable outrage to utilize the convict as a competitive factor in the affairs of industrial existence. The very essence of jurisprudence has been to place the convict where he will cease to be a further menace to the comfort, the happiness and the safety of his fellow-men. But in leasing him to corporations this idea is completely lost sight of and the genius of

criminal punishment is lost. There are today quite a large number of trades which have been seriously interfered with, owing to the employment of convict labor for the production of the articles which have been identified with them. Among them might be mentioned the printing trade, the leather trade, the cordage trade and others of a somewhat cognate interest. Now all this might not only become obviated, but entirely overcome by the adoption of a different policy and one much more in accordance with the enlightenment and the advancement of the age. Let us cease to employ the convict in a competitive trade. There is plenty of scope for the complete absorption of his labor upon the roads without our being compelled to use him as a weapon, as it were, to beat down the wages of free labor to the convict basis. We need better roads, and there will be no dispute but that the improvements of our highways will result in the general and corresponding improvement of industrial conditions. As a matter of political economy, and on that score alone, it behooves us to take active steps to place our highways and byways in a condition wherein they will enable the great bulk of our rural population to better communicate with one another. It would be hard to endeavor to gage the absolute expense which merchants of all shades who ship from point to point experience through the roads being neglected until they come to such a pass that it is not only unsafe to travel, but often utterly impossible. Naturally it requires no stretch of the imagination to appreciate how this may restrict and place an embargo upon the natural development and expansion of commerce, and it is to remedy this state of affairs that those who have at heart the matter of road improvement feel it incumbent upon them to take some active steps to obtain if possible a radical reform. Nothing but one of a radical nature would be of any value, and therefore all those who are interested in this matter are cordially invited to assist as far as in their power lies for the attainment of the goal in view. In hundreds, it may be thousands, of farms and out-of-the-way towns vast quantities of wood are burnt during the winter which would have found a substitute in coal had it been possible to obtain a supply of black diamonds. Thus the coal trade has an acute interest in this matter, and as it is one which can be adjusted in a manner which will be of a double benefit to it, it becomes all the more advisable that a greater degree of interest should be bestowed upon it. There are companies in different parts of the country who are employing convict labor for the obtainance of their coal, and it is manifest at the first blush, to use a colloquial expression, that those particular parties who are placed in a position of employing this particular labor are given an unfair advantage over the bulk of their fellow-men. Since the convict is kept in a manner which bears a resemblance to a dog in a kennel, with the exception that the dog is better off, it is easy for those who have the increment of his labor to enter the competitive market upon very favorable conditions with those parties who have to pay the wages of the free miners. Now as we cannot all be convicts, or rather have not a desire to be, in order to obtain a living, it is only in self-justice that we object to the convict factor in the economy of labor. It is unfair to labor, and it is certainly most injurious to capital, which is seeking in a legitimate way to obtain a fair return for shrewd investments.

Let the convict be placed upon the roads; then and not until then will he become of value to his fellow-men, and, instead of being a malefactor, develop to some degree the traits of a benefactor.—*Black Diamond.*

MEXICO'S twenty-nine custom-houses collected \$1,528,705.22 in May.

## PHOSPHATES.

### A New River Dredge at Fort Meade.

Mr. J. Northcott, lessee of the Fort Meade Phosphate, Fertilizer, Land & Investment Co., Fort Meade, Fla., has recently started a new dredge at work in the river. The accompanying illustration showing this dredge was made from a photograph furnished by Mr. Northcott, who also sends us the following description:

"It is fitted with a No. 8 Morris Machine Co.'s centrifugal pump and a 14x7x10 Dean Bros. (Indianapolis) duplex force pump, of both of which I cannot speak too highly. The latter is used for washing down and churning up our stiff overburden in the river banks, so that the centrifugal pump can more easily take it.

"I have a forty-five horse-power engine and a fifty horse-power Erie City economic return tubular boiler, with which both pumps are run, and for which it furnishes ample steam at a high speed and pressure. When pumping in a 'drift' we can easily

The Bucyrus Company, of Ohio, who put this machinery in motion, are to be congratulated on the success of the enterprise.

### Meeting of the Pebble Phosphate Miners' Association.

The Florida Pebble Phosphate Miners' Association met on the 7th inst. at Bartow, Fla., with President Ellis in the chair and Mr. Northcott as secretary of the meeting. The proceedings of the previous meeting were read and approved. A committee on contracts made a partial report and asked that further time be granted to complete their report, which was granted. On motion, Mr. Northcott was added to the committee. Applications for membership were received from Mr. Fred Lewis, of the Foote Commercial Co., and J. E. Robeson, which were laid over for the action of the executive committee. Captain Laurie and Mr. J. E. Robeson appeared as a committee from the Fort Meade Board of Trade, requesting the co-operation of the association in securing the Florida Central

product is quoted \$4.00 to \$4.25 f. o. b., and land pebble 60 to 70 per cent. product \$5.00 to \$5.50 f. o. b.; Florida hard rock is firm at \$8.50 to \$8.75 f. o. b. Fernandina.

### FERTILIZER INGREDIENTS.

The market has ruled quiet during the week. Stocks in manufacturers' hands are small, and were it not for the money pressure there would be a good outlet for all ammoniates offered. We note sales of prompt fish at \$26.00 Baltimore. The fish association at the North has named \$28.00 as price of the season's product. Western markets are unchanged. We quote: Blood, 2.00 to 2.10 per unit f. o. b. Chicago; tankage, \$25.00 to \$26.00 per ton Baltimore for 7 per cent. ammonia and 25 per cent. bone, and \$27.50 to \$30.00 for 9 per cent. ammonia and 20 per cent. bone; brimstone, best unmixd seconds and thirds, \$18.50 to \$20.00; nitrate of soda, two cents per pound for spot and 1.85 for future delivery; kainit, \$11.50 to \$12.00 per ton of 2000 pounds in bags; muriate of potash, \$1.85 per 100 pounds.

### CHARLESTON, S. C., June 20.

The volume of business in the phosphate market is beginning to show up much better during the past week, and the market is moderately active, with good prospects for a large output during this summer. Reports from the various points of production are favorable for mining, and the various companies engaged are working up to their full capacity. The tone of the market is very steady for phosphate rock, and the shipments during the week aggregated 3790 tons, distributed as follows: Per schooners Luello Wood, 875 tons; Gertrude Abbot, 825 tons; B. F. Lee, 620 tons, and Charles E. Young, 820 tons, all for Baltimore. The schooner H. & J. Blenderman cleared for Philadelphia with 550 tons of phosphate rock. There are no charters reported during the week, and phosphate freights are firm for handy-sized tonnage. The closing prices for phosphate rule very steady as follows: Crude rock \$3.75 to \$4.25 f. o. b., hot-air dried \$4.75 to \$5.25 f. o. b., and ground rock \$7.50 to \$7.75 f. o. b. in bags.

The comparative exports of crude phosphate rock and ground from the port of Charleston from September 1, 1892, to June 16, 1893, and for the same time in 1891-92, are as follows:

Destination.	1892-93.		1891-92.	
	Crude.	Ground	Crude.	Ground
Baltimore.....	32,324	.....	29,190	.....
Philadelphia.....	13,803	.....	13,749	.....
Boston.....	.....	.....	850	.....
Elizabethport.....	.....	.....	.....	.....
Wilmington, Del.....	5,033	.....	600	747
Barren Is., N. Y.....	.....	.....	1,573	.....
New York.....	8,028	2,241	10,763	2,234
Mantua creek.....	1,835	.....	2,779	.....
Weymouth.....	12,155	.....	17,562	.....
Richmond.....	4,999	.....	7,464	.....
Seaford, Del.....	1,200	.....	1,200	.....
Newton ck., N. J.....	1,078	.....	1,078	.....
Wilmington, N. C.....	665	.....	450	.....
Welsh Point.....	.....	.....	.....	.....
Orient, L. I.....	.....	.....	1,890	.....
Other ports.....	5,920	.....	3,290	300
Total exports.....	87,040	2,241	92,538	3,281
By railroads.....	.....	.....	35,600	1,613
Foreign ports.....	173	.....	442	.....
Grand totals.....	87,213	2,241	128,580	4,894

### FERTILIZER INGREDIENTS.

The market is generally quiet, and there is very little trade in progress at the moment. Manufacturers, however, are looking around, and there is some bidding going on both for prompt and future delivery. Owing to the unsettled state of the finances of the country there is no decided movement on the part of manufacturers to purchase for the fall trade. Blood is lower in the West at 2.00 to 2.10 per unit f. o. b. Chicago. Tankage is scarce, and fish, owing to the short catch, will likely be higher. Ash phosphate and ash element is quoted at \$12.00 to \$12.50 per ton; kainit \$12.00 to \$12.50.

### Phosphate and Fertilizer Notes.

THE Ocala & Blue River Phosphate Co. at their meeting held in Ocala, Fla., on the 12th inst. adopted an amendment to their charter which consists in striking out from said charter all of article 8, which reads as follows: "That the company may mortgage such real and personal estate as its purposes may require to the amount of \$100,000." The company will issue \$225,000 of bonds, \$150,000 of which have already been placed at par, the money from which will be used to cancel their floating indebtedness and build a railroad from Suwanee to Live Oak. The remaining \$75,000 of bonds will be held in reserve to be used for such purposes in developing the interests of the company as the directors may deem best. The following stockholders left on the 14th inst. for Luraville, Fla., to inspect the mines: C. W. White, J. Mathews, James A. Hains, Major Magruder and Robert Murrell.

THE Stranathan Phosphate Co., operating at Anthony, in Marion county, Fla., is making some alterations in its recently-erected log-washer. It is said that the lime-burning business carried on by this company in connection with its phosphate mining will prove quite profitable.

CAPT. WILLIAM MCKAY, who has become the owner of the Globe phosphate mine in Citrus county, Fla., has graded and laid ties for a track from the line of the Silver Springs, Ocala & Gulf Railroad. He is also putting down an 18-inch suction well with a six-inch flow.

CAPTAIN WELLS's phosphate mine near Rock Springs, Fla., is just now in splendid condition for handling the product, which is reported to be of a superior grade.

It is said that the Piedmont Phosphate Co., operating about fifteen miles south of Ocala, Fla., has closed a contract for \$100,000 worth of phosphate f. o. b. at the mines.

THE incorporators of the Imperial Phosphate Co., of Alachua county, Fla., are J. H. Porter, of Dalton, Ga.; W. S. Trimble, of Atlanta, Ga., and S. R. Pyles, of Ocala, Fla.

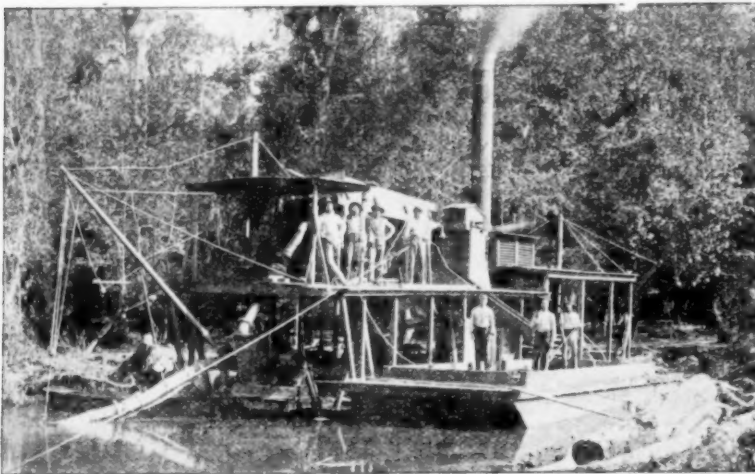
THE steamship Charing Cross sailed from Fernandina, Fla., on the 16th inst. for Copenhagen via Norfolk to finish loading. She took 1000 tons of phosphate from the Well Company's mines.

IT is the purpose of the Central Florida Phosphate Co. to erect a plant on the tract recently purchased by the company near Anthony, Fla. The land was part of the old Hopkins plantation, and includes the plant formerly operated by the Knott Bros.

THE French phosphate mines at Anthony, Fla., are running night and day. The Stranathan, Lindner and McDowell mines are also doing good work. The Central Company mines are shut down.

AT the annual meeting of the stockholders of the Wando Phosphate Co., held on the 12th inst., the following directors were elected for the ensuing year: Francis B. Hacker, Charles Richardson and C. B. Richardson. At a meeting of the directors Francis B. Hacker was elected president; John W. Robinson, treasurer, and J. P. Lockwood, secretary.

THE annual meeting of the Greenville Fertilizer Factory at Greenville, S. C., was held on the 20th inst. Stock to the amount of 4475 shares was represented. O. P. Mills, president, presided, and Alexander Macbeth acted as secretary. The secretary's statement showed that the profits for the year had been \$14,193.44. The par value of the stock is \$25.00 and the book value \$38.75. It was decided to declare a 6 per cent. dividend, 3 per cent. payable July 1 and 3 per cent. after January 1, 1894. The company has a surplus of \$69,414.85. The directors elected were O.



A NEW RIVER DREDGE AT FORT MEADE.

get out a barge load of ten to eleven tons per hour of clean pebble. When, however, we are pumping in the bank or with a river bottom mud overburden we only get out about four to five barges per day of twenty-four hours.

"I have a rotary drier coming from the Mahoning Rolling Mills Co., Danville, Pa., an improvement by W. W. Clark, superintendent of the Arcadia Phosphate Co., Arcadia, Fla., and R. D. Sanby, of that city, who was formerly connected with the same company. It is three feet six inches in diameter and has a capacity (by demonstration) of over 300 tons in twenty-four hours. We are also putting in a new 60-ton railway track scale, which will complete our equipment.

"I may say our mill, drying plant, bins, etc., are some 300 feet from our river-bank wharf, and we haul it up by a wire cable, dump it automatically into the wet bin and take it from the wet bin to the drier, and thence to the dry bin by means of the Jeffrey Manufacturing Co.'s elevators."

### Testing a New Dredge.

The machinery of the large dredge Pico was tested on the 10th inst. at Port Tampa, Fla., in the presence of Messrs. H. B. Plant, W. C. McCoy, D. F. Jack and other members of the South Florida Railroad. The machinery was practically tested by deepening the slips for ships around the docks. It takes 1000 horse-power to move the sixteen engines on board the Pico which are used in handling her various machinery, and during the trial everything worked most satisfactorily. On the 12th inst. operations began in good earnest, and a channel 200 feet broad is to be cut from the dock for half a mile out to the shore, and cut to a depth of twenty-five feet.

& Peninsular Railroad from Plant City. As a body the association could not render any assistance, but individually they promised to give the matter due consideration. The committee on contracts was instructed to prepare a blank form as soon as possible, and furnish the same to each member for consideration preparatory for the next meeting. The chair appointed Messrs. Warner, Dunn and Heyward a committee on charter parties. The association decided that each member should send 200 pounds of phosphate and phosphate curios to Mr. J. H. Tatum on the 13th inst., to be properly labeled and forwarded to the World's Fair. There being no further business, the meeting adjourned, to meet at Port Tampa, Fla., on the first Saturday in July.

### Phosphate Markets.

OFFICE MANUFACTURERS' RECORD,  
BALTIMORE, June 22.

In the local phosphate market there has been a quiet tone during the week, and the transactions of light volume. There are few buyers in the market, and fertilizer men are not bidding for any large lots at present. Advices from Europe are unchanged, and prices for phosphates continue steady, with a fair demand. The arrivals during the week were as follows: Schooner B. F. Lee, from Charleston, with 620 tons of phosphate rock, and the schooner W. H. Bailey, with 725 tons from Ashley river, S. C. Phosphate freights are dull at the moment, and we hear of only one charter of schooner C. C. Dame to load in Ashley river, S. C., for Baltimore. The market closes steady, with prices as follows: Ashley river rock \$4.75 and Charleston \$5.00, and for future delivery \$4.25 to \$4.50 for 50 to 55 per cent. product; Florida river pebble 60 per cent.



P. Mills, Frank Hammond, G. A. Norwood, J. K. Keckley, William Wilkins, Louis Dunneman and J. M. Signous. O. P. Mills was re-elected president and treasurer; G. A. Norwood, vice-president, and Alexander Macbeth, secretary.

THE Ocala & Blue River Phosphate Co. held a meeting of its stockholders in Ocala, Fla., on the 13th inst. It was resolved to issue bonds to the amount of \$225,000 to secure funds to assist and enlarge the mining of phosphate. One hundred and fifty of these bonds are already placed, the proceeds of which will be used to cancel all obligations of the company and build a railroad from the mines in Suwanee county to Live Oak, a distance of seventeen miles, thus giving them competing rates to tidewater. The remainder of the bonds will be held by the company until needed.

THE annual meeting of the Columbia Phosphate Co. was held in Columbia, S. C., on the 12th inst. The officers' reports showed that the business of the company for the past year had been satisfactory and the prospects for the future encouraging. The following officers were elected: W. A. Clark, president; John C. Haskell vice-president; C. M. Teed, secretary; John C. Haskell, Jr., superintendent, and J. S. Muller, solicitor.

THE Norwegian steamship Taurus cleared from Tampa, Fla., on the 8th inst. for Hamburg with 2750 tons of pebble phosphate from the Bone Valley Phosphate Co.'s works. This is the largest cargo ever taken out of Port Tampa by any one vessel.

#### Illinois Steel Co. to Use Virginia Coke.

Western coal and coke shipments over the Norfolk & Western Railroad since the opening of the Ohio river extension and the Western connecting lines have grown rapidly, and the gain the past three months has been almost phenomenal. Flat-Top and Pocahontas coke seem to be finding favor in the West, and are pushing into new fields continually. The latest and most important success of this coke is reported this week. This report is to the effect that arrangements have been made between the Illinois Steel Co., of Chicago, one of the largest concerns in the country, and three coke-makers on the Norfolk & Western road in West Virginia, whereby the Illinois Steel Co. uses their coke exclusively for a year. This is a great success for the coke-makers, and is certain to lead to other important contracts.

#### Southern Bank Changes.

The following are recent changes among Southern bank officials:

Traders' National Bank, Tullahoma, Tenn. M. N. Moore, president, in place of M. R. Campbell.

Citizens' National Bank, Pulaski, Tenn. J. B. Stacy, president, in place of John S. Wilkes; L. W. McCord, vice-president, in place of J. B. Stacy.

Farmers and Mechanics' National Bank, Frederick, Md. John U. Markell, cashier; no assistant cashier in place of John U. Markell.

THE bids for the work to be done on the Savannah river, near Augusta, were opened at noon on the 19th at the office of Capt. O. M. Carter, United States engineer in Savannah. There were three bidders for the work—Mr. Albert J. Twigg, of Augusta, who bid \$12,510; the Atlantic Contracting Co., of New York city, \$12,925, and Calvin McK. Grant, of Charleston, S. C., \$17,100. Mr. Twigg having made the lowest bid, his will be forwarded to Washington and its acceptance recommended. The work to be done consists in constructing and repairing wing dams and shore protection to the Savannah river about five miles below Augusta.

## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

#### Cottonseed Oil in Holland.

ROTTERDAM, June 3.

*Editor Manufacturers' Record:*

The market remains quiet but steady, and not much business is doing. The owners will not accept lower prices. The price of choice oil remains forty to forty-one cents per 100 kilos delivered ex warehouse. At this price the butterine manufacturers are buying small lots. They are only inclined to buy larger quantities if they can get the oil at a lower price. In summer the butter-makers do not use much oil, and because the owners of cottonseed oil will not accept lower prices for their goods, business is very limited. It is not probable that we shall see an increase of business during the present season. It is also not very probable that we shall see paid much higher prices on our market. Probably business will remain slow until we get offers of oil from the new crop of America. Some refiners are already willing to make contracts for new oil, but still no business has been done. Because prices of lard remain very steady, it is not probable that prices of raw oil will be low. There is now a strong competition from other kinds of oil. Groundnut and sesame oil are much lower, and the butter-makers are using much of this kind. In other years, if cottonseed oil is to be obtained at much lower prices (twenty-eight cents), the butter-makers will of course use much larger quantities of this kind.

G. W. SANCHES.

#### The Cottonseed-Oil Market.

NEW YORK, June 21.

*Editor Manufacturers' Record:*

The usual summer dullness, intensified by the uneasiness of the financial outlook, is the feature of our cottonseed-oil market for the past week. Quotations have been entirely nominal throughout this period. Sales have been few and far between. There has, of course, been some little trade in small lots, but no large lots can be placed, and the market closes dull and weak. Prime crude is offered at thirty-eight cents today, and prime summer yellow is offered at forty-three cents, without attracting any bids.

These prices are disappointing to the trade in general, yet it is significant that there is no evidence of any decided disposition to buy even at concessions from these figures. Quotations are maintained at current rates not because they represent prices which can be realized so much as because it is useless to reduce prices still further, as there is no indication whatever that further reductions would bring an increased business. The general situation of business in oil remains unchanged, but the good position of oil itself is neutralized at present by the over-shadowing depression pervading commercial circles owing to stringency in money, the constant stream of failures caused thereby, and the general distrust and want of confidence and paralysis to trade that pervades all trade circles.

We think that European stocks must be quite small, and if the prevailing drought makes short feed crops all over Europe and causes the government to take off import duties on products to relieve assured distress, it will certainly help our foreign trade, and may prove quite a favorable factor later in the season. Thus far, however, the only result has been to start butter churners in Holland to take up the accumulated supplies of oleo oil, and they are consuming freely both oleo and cotton oil in the butter compound. Holland took a cargo of 3000 barrels of choice yellow oil

from the mills last week, but has not since appeared upon this market, excepting for trifling quantities.

The compound lard trade is very small, and there is nothing to encourage a belief in any decided increase in that trade in the near future. There does not appear now to be any prospect of other than a hand-to-mouth policy on the part of consumers for the balance of the season unless confidence in commercial circles returns. People may be able to be governed more by the position of oil than by the dearth or cheapness of money and the ease of getting bank accommodations. While the present monetary stringency lasts no prudent business man will certainly buy more than he is obliged to and than he can comfortably take care of. It is fortunate for the trade that the stocks are so light and that comparatively few are holding any large quantity of oil. The distinction between a strictly prime or choice summer yellow suitable to make white oil and an oil that will pass as prime summer yellow on contract, as well as the distinction between choice crude and contract prime crude, is becoming more marked all the time, the better grades being in very small supply. We wish that we could give a more encouraging outlook.

HOPKINS, DWIGHT & CO.

#### Cottonseed-Oil Notes.

THE following directors of the cottonseed-oil mill at Alexandria, La., known as the Red River Oil Mill Co., met on the 12th inst. and elected the following officers for the ensuing year: The directors are Dr. J. W. Cockerhan, G. W. Bolton, B. W. Bryan, E. V. Wells, Bertrand Well, M. R. Fisher and M. C. Mosely. The officers elected were Hon. G. W. Bolton, president; Bertrand Well, vice-president; B. W. Bryan, secretary and treasurer, and W. C. Scott, general manager. The mill has already commenced operations.

THE annual meeting of stockholders of the Charlotte Oil & Fertilizer Co. was held at Charlotte, N. C., on the 13th inst. for the election of officers for the ensuing year. The old officers were elected as follows: Directors—John Oliver, Lockport, N. Y.; John Oliver, of Atlanta; Fred Oliver, D. A. Tompkins and E. B. Springs, of Charlotte. President and treasurer, Fred Oliver; vice-president, D. A. Tompkins; secretary, I. W. Todd.

AT the annual meeting of the stockholders of the Capital City Oil Mills at Baton Rouge, La., on the 13th inst. the following board of directors was elected: John D. Fisher, Henry Abraham, William Garig, E. Schloss, C. K. David, E. Steinhart and J. W. Menge, of New Orleans. Upon the assembling of the board they re-elected the following officers: John D. Fisher, president; Henry Abraham, vice-president, and F. E. Herbert, secretary. The mills rank with the largest enterprises at Baton Rouge, and are among the finest oil plants in the South.

AT the annual meeting of the stockholders of the Marion Oil Mills the old board of directors and officers were re-elected. The mill is reported in a prosperous condition.

RECEIPTS of cottonseed oil at the port of Norfolk during the month of May was 3843 barrels, and of fertilizers sixty-one tons.

THE receipts of cottonseed oil at New York during the week ending June 15 were 1481 barrels, and exports 50,366 gallons, valued at \$33,209.

THE exports of cottonseed oil from the port of New Orleans for the week ending June 15 were 2000 barrels to Rotterdam. Cottonseed meal exported was 40,181 sacks.

THE stockholders of the cottonseed-oil mill company of Easley, S. C., held their annual meeting last week. The reports presented at the meeting showed that the

business of the year had been successful and the affairs of the company well managed. The mill had worked during the season 743½ tons of cottonseed and manufactured 29,772 gallons of oil, which was sold at an average of forty-five cents per gallon. The company manipulated and sold sixty-six tons of fertilizer. The stockholders raised a fair dividend on their stock, and were satisfied with the management of the plant. All the old officers were re-elected except A. W. Folger, C. T. Martin being elected a director in his stead.

#### How Georgia Truck Farms Pay.

Major G. M. Ryals has a truck farm of only 125 acres near Savannah, Ga., in Chatham county, from which he clears between \$7000 and \$8000 annually. The place is considered to be one of the best managed farms in the South, and shows what can be done with Southern land where skill and judgment are used in cultivating the soil. Last year the cucumbers were the best crop raised on Major Ryals's land. Potatoes were plentiful, but sold at rather low prices. The cucumber crop, however, made up for the loss. Cabbage, beans, tomatoes, beets and carrots sold fairly well, and, while no fancy prices were received, these crops all paid very well. This year potatoes have been the leading crop, and up to date Major Ryals has shipped 4150 barrels off the sixty acres he planted. He has shipped nearly 4000 crates of cabbage also, and about 500 to 600 crates of small crops, such as tomatoes, beets, peas, cucumbers, carrots and others. In all he has taken nearly 10,000 packages of truck off his place, and he estimates that the total amount will be at least 18,000 packages. Most of the vegetables go to Northern markets, and his freight bills average \$7500 a year. The farm is operated by thirty men, under three overseers, and thirty mules.

#### An American Monte Carlo.

Advices from Tampa, Fla., are to the effect that the Louisiana Lottery Co., which has been prevented from having offices in Louisiana by recent legislation, will make Port Tampa, Fla., its American headquarters. It is stated that the company has purchased an island off the coast of Honduras, Central America, where it intends to erect several buildings for hotels and to have a resort similar to Monte Carlo, and to equal it in beauty of surroundings and splendor of appointments. It is necessary to have some point in the United States for a branch office of the company, as it does an extensive business in many parts of the country. Port Tampa seems to be specially adapted for erecting a building, and it is stated the city will be connected with the company's island by a submarine cable and a steamship line to carry passengers and supplies to the new Monte Carlo. A tract of land has been purchased at Port Tampa by men who are said to be closely identified with the lottery interests.

#### Southern Car Shops Busy.

Southern car shops are very active at present. The Marshall (Texas) Car & Foundry Co. has an order for twenty-one box and flat cars for the Paris, Marshall & Northern. The South Baltimore Car Works are building 500 coal cars for different roads; also 100 excursion cars for the Baltimore & Ohio's Columbian Exposition business. The Louisville & Nashville has ordered 700 freight cars from the United States Car Co., 500 from the Elliott Car Co. and 300 from the Decatur Car Co., all of Alabama. The Roanoke Machine Works is finishing thirty cabin and two wrecking cars for the Norfolk & Western. The Georgia Central's works are constructing a number of freight, passenger and caboose cars for that system.

## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 389.]

## New Florida Railways.

Several important lines of railway are projected and in course of construction in Florida. The line 112 miles long which H. M. Flagler is building down the eastern coast to Lake Worth will form a southern extension to his system of roads in central Florida. It is reported that the extension of the Florida Central & Peninsular now being built near Savannah, Ga., will be connected with the South Bound, its leased line, to give the latter better Florida connections than it now has. The extension of the F. C. & P. is called the Florida, Savannah & Columbia. By the new route the distance from Jacksonville to Savannah will be 138 miles, and from Savannah to Columbia, S. C., 142 miles. It is supposed that the Atlantic Coast Line's extension now building from Rimini to Denmark, S. C., is to prevent the new route from getting all the business out of Savannah to the North.

The Western Peninsular has been incorporated by the Florida legislature to extend from Tampa Bay to Valdosta, Ga. It is supposed to be a Tampa extension of the Georgia Southern & Florida. The Savannah, Florida & Western, however, has a roundabout branch to Tampa, and the new line would give it a direct route to the port from Valdosta, and by its connection with the East Tennessee, Virginia & Georgia give Tampa a line to the North and West. The projected line to Valdosta is about 215 miles long. John Flannery and W. S. Tison are among the incorporators.

The Atlantic, Suwanee River & Gulf has been incorporated to build a road from Starke, on the Florida Central & Peninsular, to the Suwanee river near Fort White. The distance is about forty-five miles. A branch may be built to the St. John's river. The capital of this company is \$600,000.

The Lakeland, Mohawk & Tavares is a road projected between the points named, about fifty miles long. It will connect the South Florida with the system of roads which centre at Tavares.

W. F. Peters, secretary of the Florida, Peninsular & Gulf, writes that the branch from Manatee to Plant City and the spur from Sarasota to Gasparilla island will be pushed to completion as soon as possible. At the island Mr. Peters states the company will erect terminal warehouses and wharves, for which plans have already been drawn. The new road will have a connection with the South Florida at Lakeland and with the Florida Central & Peninsular at Plant City. This will give the South Florida and the Florida Central & Peninsular a new seaboard outlet at Gasparilla island. The road will be about 115 miles long.

## A Tennessee Railway.

J. L. Cain, vice-president of the Unaka & Nolachucky road, which he states is to become part of a short line between Nashville and Bristol, Tenn., writes that the short line is to be built via Lebanon and Cookeville, through Fentress, Scott, Campbell and Union counties, connecting with the East Tennessee, Virginia & Georgia, and then entering Morristown, or an independent line can be built to Morristown. The rest of the route is by way of Erwin and Elizabethton. A portion of this system will be the Unaka & Nolachucky road. The line from Cookeville, if constructed, will pass through one of the worst sections of the country for railroads. The cost of a railroad through it has been estimated at about \$100,000 per mile, and this has caused other railway projectors to abandon the idea as impracticable as compared with the benefits to be derived. It appears,

however, that the people of Morristown have voted to bond the town for \$30,000 to construct Vice-President Cain's part of the system.

## The Interstate Railway.

THE MANUFACTURERS' RECORD has received a letter from Milton Park, editor of the *Southern Mercury*, the official journal of the Texas Farmers' Alliance, in which Mr. Park, who has been giving the proposed North & South Railway from the Dakotas to the Gulf considerable attention, writes:

"Situating as we are with an extensive coast line immediately on the Gulf of Mexico, with natural harbors equal to those of almost any State in the Union, there can be no question but that all kinds of products in Texas, as well as the other States in the Mississippi valley, could be exported at much less expense than via New York city. Such a road would yield a handsome revenue annually to the States contributing to its construction. Texas could easily build its share of the line without any direct appropriation for that purpose, using its convict labor and part of its permanent school fund. Representing the agricultural element of the State, we unhesitatingly say that we favor the project heartily."

## Through to Charleston.

The management of the Louisville & Nashville is known as one of the most progressive in the country, and is always ready to make the most of any opportunity to develop the system. Lately a dispatch was sent over the country to the effect that it had secured the Newport News & Mississippi Valley. This is denied by President Smith and Director August Belmont. Another statement which so far has not been contradicted is that friends of the Louisville & Nashville have been buying bonds of the South Carolina Railway with the view of bidding it in if the sale advertised for next fall is not postponed. If this is done the Louisville & Nashville would have a line from Atlanta to Charleston via the Georgia Railroad, of which it is joint lessee with the Georgia Central.

## Southern Railway Changes.

Recent official changes on Southern railway lines are as follow:

J. L. West appointed commercial agent of the Missouri, Kansas & Texas.

T. W. McDermott appointed traveling auditor of the Sherman, Shreveport and Southern.

S. W. McCants appointed division trainmaster of the Queen & Crescent route.

C. A. Henderson appointed general superintendent of the Jacksonville Southeastern, with headquarters at Jacksonville.

Officers elected by the Iberia (La.) & Vermillion: J. Kruttschnitt, president; R. Natili, vice-president; J. B. Richardson, treasurer; A. C. Pickett, secretary; W. F. Owens, superintendent; J. G. Schriever, traffic manager.

D. S. Willard, late assistant general auditor of the Missouri, Kansas & Texas, appointed auditor of that system in Kansas, with headquarters at Parsons.

George E. Dodge chosen president of the Arkansas & Louisiana in place of Thomas Essex.

## A Georgia Central Lumber Bill.

In the suit of Alexander Brown & Sons, of Baltimore, and Simon Borg & Co., of New York, to prevent the Hollins plan of reorganizing the Georgia Central system from being carried out, among the principal charges against the present receivership have been extravagance and mismanagement. This was claimed by counsel for the plaintiffs when the suit opened. The testimony of Henry James & Co., of Baltimore, has been taken by a special examiner, to be given at the hearing before

Judge Jackson, in Savannah, June 26. This evidence is that Hopkins & Schley requested James & Co. to bill lumber for the Central, for which they asked \$37.50 per 1000 feet, at \$70.00 per 1000 feet. Hopkins & Schley are said to be brokers for the present management of the Central.

It is stated that an effort is being made to settle the case, so that the hearing June 26, will be merely a formality to ratify the settlement.

## Employees as Shareholders.

The Illinois Central has made a radical departure in the usual attitude of a railway corporation towards its employees by issuing a circular to all, including officials, stating that hereafter they may invest their surplus earnings in the stock of the company if they so desire. This stock will be sold at a fair market value and payment accepted thereon in sums of \$5.00 or multiples thereof. On all amounts so paid 4 per cent. interest will be allowed. When the payments equal the full value of a share a certificate of stock will be issued, and it will share in any dividends that may be declared by the board of directors. If at any time the investor shall leave the employ of the company or desire to withdraw his money for any other reason it will be repaid to him with interest. By interesting employees in this manner all who are shareholders will take more interest in the road and give more faithful service, thereby benefiting both the company and themselves. It is an advanced step in the methods of railroad operation.

## Railway Earnings.

The April earnings of a group of 131 lines shows a gross increase of \$1,852,405 and net increase of \$349,281 over April, 1892, which had one working day more than April, 1893. In the group of 131 the Southern group of thirty-two roads stands out prominently with an increase of 12.18 per cent., the largest of all. Conspicuous among the Southern lines are the Chesapeake & Ohio, which shows a net gain in April earnings of \$89,188; Illinois Central, \$130,688; Norfolk & Western, \$60,660, and Ohio & Mississippi, \$41,400.

## A Test Case.

A suit is now pending in the Georgia courts which will thoroughly test the law recently passed in that State compelling employers in discharging employees to give specific reasons for such action. R. H. Cole, an Englishman, who was discharged from the employ of the Savannah, Florida & Western, has entered suit for \$5000 against the road for discharging him, as he says, without cause, and for not giving sufficient reasons for their action when demanded.

## Railroad Notes.

THE depot nearly completed by the Illinois Central at Chicago will cost over \$1,000,000. The main waiting-room is 100x150 feet and seventy-five feet high.

THE new shops of the East Tennessee, Virginia & Georgia at Knoxville, Tenn., occupy a space of 100 acres with the track sidings. About 1000 men will be employed at the plant.

THE rental due the Augusta & Savannah from the Georgia Central, amounting to \$36,500, has not been paid. The Augusta & Savannah people have put their claim before Justice Jackson for a decision.

ONE day's cattle shipments through Denison, Texas, over the Missouri, Kansas & Texas recently amounted to 368 carloads.

THE Queen & Crescent has issued a handsomely illustrated pamphlet entitled "The South in 1893; or, Thirty Years After." It details the history of the siege of Vicksburg and other historical facts.

E. A. HOPKINS, the president, has been appointed receiver of the Birmingham,

Sheffield & Tennessee River, extending from Birmingham to South Parrish, Ala. The main line and branches comprise 119 miles.

E. E. POSEY, of the passenger department of the Mobile & Ohio, has arranged a series of excursions from the North and West to the attractive country along the line of his road. Mr. Posey's efforts are not only of much benefit to the railway he represents, but to the entire South as well.

SUIT has been instituted in the United States court at Montgomery, Ala., to foreclose the \$1,000,000 mortgage on the Mobile & Girard. The bonds were issued in 1877.

SEVERAL Southwestern lines, among them the Gulf, Colorado & Santa Fe, have made a cut in grain rates for the purpose of diverting the wheat shipments from Kansas and adjacent States, which now go to New Orleans and the Eastern seaboard cities, to Galveston, Texas.

It is stated that at the coming meeting of Louisville & Nashville directors a very satisfactory report of the system will be made, and that the usual August dividend will be declared.

THE Georgia Southern & Florida from July 1, 1892, to April 30, 1893, cleared in net earnings \$159,000.

THE Chattanooga Southern earnings since January 1 have increased nearly 56 per cent. over the same period of 1892. The road is in a receiver's hands.

THE Southern Express Co., which operates along the Norfolk & Western as far as its present terminus, Columbus, Ohio, is arranging to establish offices in Cincinnati.

UNITED STATES MARSHAL LEVERETT has taken possession of the Boston & Albany, a Georgia line which has been operated in connection with the Quidam Lumber Co. Robert McLean will act as superintendent while the road is in a receiver's hands.

THE legal height of draw-bars on freight cars is now thirty-four and a-half inches on all standard-gage roads where freight cars come under the jurisdiction of the interstate commerce commission. This is the law passed March 2, 1893.

THE program for the World's Railway Congress in connection with the Columbian Exposition includes an address by George R. Blanchard, chairman of the congress. Hon. J. Sterling Morton will speak of the results of railway communication on producers and consumers. Judge Veazey, of the interstate commerce commission, will discuss the rights of the railways and the public. The attendance at the congress of railway men is reported to be large.

L. G. ERNST, of New Orleans, is "supreme chief inspector, organizer and instructor" of the newly-formed "Car Inspectors' Protective Association of America."

THE steamer El Norte, of the Morgan Line, recently arrived with the largest cargo of freight ever brought to New Orleans. The cargo amounted to 5000 tons and required 330 cars of the Southern Pacific to handle it. With an average of thirty cars to the train, which is about the average number hauled on a level track, it would have taken eleven freight trains to have handled the freight carried by this ship.

THE New York committee of Ohio & Mississippi shareholders announces that over 85 per cent. of the Ohio & Mississippi general mortgage 5 per cent. bonds and the junior securities of both companies having been deposited under the plan of reorganization, the Mercantile Trust & Deposit Co. of Baltimore is prepared to receive deposits of the above bonds. Under the plan holders are entitled to receive in exchange for their bonds new 4½ per cent. first consolidated mortgage gold bonds, principal and interest guaranteed by the Baltimore & Ohio Railroad Co.



## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on page 388.]

## Cost of Cotton-Growing in Texas.

In a bulletin recently issued by Prof. G. W. Curtis, director of the agricultural experiment station of Texas, the cost of raising cotton is treated upon in detail and at some length. While the figures given can hardly be considered as averages for any section, they are of great interest in showing what can be done under careful management. W. A. Clark, of Temple, Bell county, Texas, gives a report on one acre of long-staple cotton, planted in five-foot rows, with fifteen loads barn-yard manure applied in November before plowing. A double crop was made on this tract, the first being English peas planted for early market in January. The cost is given as follows:

Rent of land.....	\$1 00
Fifteen loads barn-yard manure at fifty cents, \$7 50; allowing one-half to benefit peas, leaves chargeable to cotton.....	3 75
Breaking once.....	1 50
Planting cotton.....	\$ 20
One bushel long-staple seed.....	1 00
Plowing first time.....	1 20
Plowing second time.....	50
Plowing third time.....	50
Plowing fourth time.....	50
Chopping—after first plowing.....	3 00
Picking 200 pounds seed cotton at sixty cents per hundredweight.....	50
Marketing cotton.....	12 60
Ginning, bagging and ties, average \$3.00 per bale.....	1 00
Total cost per acre, including rent of land.....	4 00
	\$30 55

PROCEEDS.	
650 pounds lint, sold at nine cents, actual price.....	\$58 50
40 bushels cottonseed at ten cents.....	4 00
Total proceeds per acre.....	\$62 50
Net profit per acre.....	31 95
	\$62 50

Adding to this the cost of planting peas:

Half of manure used.....	\$3 75
Two bushels peas at \$4.00.....	8 00
Plowing one-fourth day.....	50
Planting peas one and one-half days, beginning January 30.....	2 25
Picking sixty-five bushels peas.....	20 00
Total cost peas per acre.....	\$34 50
Cost peas and cotton per acre.....	\$65 05
65 bushels peas sold for.....	\$85 00
Total proceeds cotton and peas.....	\$147 50
Net profit per acre.....	82 45
	\$147 50

At another plantation in the same place the cost of one acre of ordinary short-staple cotton, planted in rows three and a-half feet apart, using no manure:

Rent per acre.....	\$1 00
December breaking.....	\$1 50
February rebreaking.....	1 25
Planting May 5.....	2 75
Cottonseed.....	25
Plowing first time.....	50
Plowing second time.....	50
Plowing third time.....	50
Plowing fourth time.....	50
Chopping after second plowing.....	2 00
Hoeing out after chopping.....	62
Picking 1450 pounds seed cotton at 60 cents per 100.....	50
Marketing.....	8 70
Ginning, bagging and ties (omitted by Mr. Clark in statement), averaging \$3.00 per bale.....	75
Total cost per acre, including rent of land.....	2 50
	\$22 32

PROCEEDS.	
418 pounds lint at eight and a-half cents, actual price.....	\$35 50
30 bushels cottonseed at ten cents.....	3 00
Total proceeds per acre.....	\$38 50
Net profit per acre.....	16 18
	\$38 50

On the plantation of Mr. Jeff Wellborn, New Boston, Bowie county, the results are of particular interest in that they show the cost of picking by means of a cotton harvester. No manure was used on the tract, which was one acre of Red river bottom, without overflow.

Rent of land.....	\$4 00
Breaking flat with two horse plows in the fall.....	\$1 00
Harrowing.....	20
Planting.....	15
Cottonseed.....	25
Plowing—cultivating every ten days, or after each rain—say eight times, at twenty-five cents each time.....	3 00
Chopping.....	40
Picking 1500 pounds seed cotton by machine (Cunningham cotton harvester) including interest on investment or wear and tear on machine—ten cents cwt.....	1 50
Marketing 500 pounds lint.....	1 50
Ginning, bagging and ties.....	3 00
Total cost per acre, including rent of the land.....	\$13 85

PROCEEDS.	
500 pounds lint, at seven cents, actual price.....	\$35 00
1000 pounds cottonseed, at \$6.50 per ton.....	3 25
Total proceeds per acre.....	\$38 25
Net profit per acre.....	\$24 40
	\$38 25

The statement of actual cost per pound from various counties is as follows:

W. A. Clark, Bell county.....	4.09
Homer Clark, Bell county.....	4.62
J. M. McCrary, Comanche county.....	5.47
G. L. Stone, McLennan county.....	5.24
J. F. Myers, Williamson county.....	5.00
Jeff Wellborn, Bowie county.....	2.12
W. G. Johnson, Falls county.....	5.66
Texas Agricultural Experiment Station, Brazos county.....	5.77
Texas Agricultural Experiment Station, Brazos county.....	5.42
Texas Agricultural Experiment Station, Brazos county.....	5.78
Texas Agricultural Experiment Station, Brazos county.....	5.57
Texas Agricultural Experiment Station, Brazos county.....	6.02

These figures cover cost of commission, freight and handling in market at Houston.

It would seem from these figures that under proper management cotton can be produced so as to sell at a slight profit at six cents per pound, but it is doubtful if at such a price the average grower would cover expenses. The results secured by Mr. Wellborn in using the cotton-picker appear to have made a very material reduction in cost, and are well worth being investigated. Picking always has been a source of heavy expense, both from the actual cash outlay needed, the difficulties in securing labor at the proper time, and sometimes the injury to the crop from dust or storms.

## Wool-Growing in a Cotton State.

It is often a matter worth taking note of, how a very small thing or unexpected causes will turn from their ordinary grooves other things that appear almost as firmly established as the planets in their orbits. Thus, if anyone ever thinks of the Southern States of the American Union, their association with cotton at once springs up in the mind. They have grown cotton to the exclusion of everything else; in fact, cotton has been almost the breath of their life. At last a surfeit seems to have come. In one State, that of Alabama, "the past year has seen an almost new departure in agricultural life, owing to low prices of cotton for several years. As the farmer was bound to do something else, so as to pay for the tilling of the soil, it has been of inestimable value to him, as he has begun diversified farming, which to the South means much more than to any other country which has not such a climate as this. For years his only crop was cotton. He had to pay the very highest price for every article of food, and had to have his cotton crop mortgaged for these supplies before a seed was in the ground, and his labor was not remunerative. This he is changing. He is now raising his own corn, wheat, oats, potatoes and everything else required, and in a year or two will become an exporter of them. So it is with his stock. He is as rapidly as possible raising cattle, horses, sheep, mules and hogs, and as there are millions of acres of unoccupied lands in nearly every section of the State, they cost but little." So says Vice-Consul Barnwall (Mobile), who appears to be a close observer. Well, all this means less cotton and is a fact of which note may be made. It is not, however, of much importance in itself, but should it prove the harbinger of an extensive movement it will mean much more. Amongst the diversions of industrial energy from cotton cultivation, that towards wool-growing is significant. Our consul says:

The sheep industry is making greater strides than that of any other stock-raising in the South, and not only the climate, but the excellent ranges for such give advantages possessed by no other section of this country. Breeders of sheep not only from the North and Western States, but also from Europe, are taking a lively interest in sheep farming, and are investing largely. These ranges can be purchased now at about 35.4d. per acre, and of these dry highlands hundreds of thousands of acres may be secured. Disease is unknown,

as the flocks roaming the country have always a dry, clean ground on which to lie, and, therefore, foot rot, scab and other diseases of sheep do not decimate the Southern flocks. When the native sheep, hardy and of good-sized bone, are crossed with either Southdown, Leicester or Merinos, the offspring is a valuable sheep, with a wool cut averaging as high as six pounds each, although half-bred wethers clip over ten pounds to the fleece. There are no burrs or anything else to injure the fleece. It requires no washing, and is in demand not only in the American woolen factories, but in those of Britain. There is a field open here for a profitable development of the sheep industry.

Here is a grand chance for some of our Yorkshire friends who would like to turn from wool-spinning or weaving to wool-growing.—*Textile Mercury*.

## Good Business for Atlanta Cotton Factories.

The outlook in manufacturing generally at Atlanta, Ga., is especially bright at this period of the year, notwithstanding the financial flurries and consequent business dullness. During the summer a good number of manufacturers reduce their working forces materially, but this summer they have enough orders on hand to warrant continuing operations with a full force. Mr. Samuel Stocking, treasurer of the Atlanta Cotton Mill, which employs 300 hands, states that the plant will run all summer at its full capacity, as will also the Exposition Cotton Mills and the Fulton Cotton and Bag Mills, which employ 450 operatives. The Van Winkle Gin & Machinery Co. has recently added a large machinery hall to its plant, and has plenty of orders on hand, while the Southern Agricultural Works has some large orders that will require an extra force to be put on.

## A Knitting Factory for Marietta.

A new enterprise is to contribute to the prosperity of Marietta, Ga., in the shape of a knitting mill, which will soon be in operation. Mr. B. K. Couper is to run the plant, and is now erecting a suitable building for the accommodation of the machinery. Cotton knit goods, hose and half-hose will be the product, and about fifty operatives will be employed.

## New Mill at Laurens, S. C.

Col. James H. Traynham, of Laurens, S. C., has inaugurated a movement at that place for the organization of a company to erect a \$100,000 cotton mill. Over \$50,000 has already been subscribed, and work on the buildings will commence at once. Colonel Traynham will probably be chosen president of the company.

## Maxton's New Mill.

A cotton factory has been built at Maxton, N. C., and the equipment of machinery is now being placed. The plant will be in operation by August 15, and additional machinery for enlarging the mill in the fall has been ordered.

## Southern Textile Notes.

THE Falls of Neuse Manufacturing Co.'s new mill at Swepsonville, N. C., is nearly completed. This plant replaces one that was burned in January.

THE Leaksville Cotton Mill, of Leaksville, N. C., was totally destroyed by fire on the night of June 13, with the exception of the woolen-mill building, which escaped injury. The damage was between \$60,000 and \$70,000, upon which there was an insurance of \$20,000. A stroke of lightning caused the conflagration.

MR. PHILIP S. BAKER, of King's Mountain, N. C., writes that the mill which he and his associates will erect is to be a 300-loom plant, and that they expect to have it operating by January 1. The plant will weave exclusively.

THE woolen mill at Owensboro, Ky., which had been idle for a year, has been put in operation by the Owensboro Woolen Mill

Co., which concern has been organized for that purpose. The capital stock of the new company is placed at \$75,000, and a number of improvements will be made to the mill, and ten new looms and a set of cloth-finishing machinery added. J. H. Eaves is manager and James Cates, superintendent.

THE secretary of State of Tennessee has granted a charter to the Tennessee Line & Twine Co., of Carter county, with the following incorporators: Martin E. Clark, A. J. Crandall, Chas. A. Adams, George E. Boren, C. P. Tancray, W. E. Hunter and C. D. Case.

THE Orion Knitting Mills, of Kinston, N. C., manufacturers of seamless hosiery, has increased its capital stock to \$20,000, and will put in some additional knitting machinery during the summer. B. W. Canady is president, and J. F. Taylor, superintendent and treasurer.

THE Portsmouth (Va.) Cotton Manufacturing Co., which was fully reported last week, has obtained its charter.

A COMPANY to build a cotton factory at Covington, Ga., is being agitated by the leading citizens. A capital stock of \$100,000 is proposed.

MR. PIERCE, lately boss spinner of the Nashville (Tenn.) Cotton Mill, has resigned and accepted a position as superintendent with the Talladega (Ala.) Mill.

SUMTER, S. C., is next in line with a new cotton factory project. The citizens want to form a \$200,000 company, and several public meetings have been held to further the matter. Major Marion Morse and Mr. M. Ryttenburg are deeply interested in the plan, and are endeavoring to push it to a successful issue. A committee of five has been appointed to canvass the city and county for subscriptions to stock.

A NEW cotton mill is being agitated at Easley, S. C., and the citizens are manifesting much interest in the project. A meeting will be held at an early date to consider plans.

ALAMANCE COUNTY, N. C., has seventeen cotton factories, all in successful operation. The Granite Mills at Haw River is the largest plant, having 9000 spindles and 450 looms, and giving employment to 500 hands. New products for mills in this section are denims and plaids, which have recently been introduced. One-sixteenth of a cent a yard is the average profit on these goods.

THE citizens of Cheraw, S. C., have been agitating the building of a cotton factory for the past ninety days. It was at first proposed to start with \$50,000, but now new stock is being secured, and they confidently expect to have \$100,000 subscribed within the next sixty days, when work will begin. The officers of the company are H. W. Finlayson, president; W. R. Evans, secretary and treasurer; M. W. Duvall, J. A. Atkinson, J. A. Watson, A. B. Horton, W. F. Stevenson, W. R. Evans and H. W. Finlayson, directors. Commission to organize was granted in the latter part of April, and they will commence work on the plant about August 1, and expect to have it completed by the last of the year.

THE American Express Co., which opened an office in New Orleans on April 1 last under the management of General Agent G. F. Nosler, has lately purchased property for the purpose of enlarging its facilities for business. The contract has been let for a handsome depot or warehouse to be erected at the passenger station of the Illinois Central Railroad, over whose lines the American Express Co. is operating out of the city. The company will also build a large stable to connect with the depot. The business office of the company, situated on the corner of St. Charles and Union streets, is one of the handsomest public offices in New Orleans, the company occupying the entire building.

## Manufacturers' Record.

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BALTIMORE, JUNE 23, 1893.

### Notice to Advertisers.

The last forms containing advertisements are closed on Tuesday afternoon. New advertisements or changes should be received not later than Tuesday noon to ensure attention in the issue bearing date of the following Friday. Reading matter should be in our office on Wednesday, although late news can be received early Thursday morning.

THE Georgia fruit growers contemplate forming an association for mutual benefit and protection. Many of them have lost heavily on sales to irresponsible parties, and it is thought that a fruit exchange with several buyers located at Macon will greatly improve the present system.

THE leading business men of Ocean Springs, Miss., are endeavoring to organize an association to promote the industrial interests of the city. At a meeting held on the 14th inst. a committee was appointed to introduce the subject to the citizens. Mr. H. F. Halstead was secretary of the meeting.

THE exports of canned beef from New Orleans have increased from 12,904 pounds during the first seven months of 1892 to 57,959 pounds during the corresponding period this year. In salted, pickled and cured meats there has also been an increase during the same period from 222,186 pounds in 1892 to 324,947 pounds in 1893.

THE phosphate market has ruled very steady, and there is a good domestic and foreign demand. At producing points, especially in Florida, there is a scarcity of spot product. The pebble output for 1893 is well sold up, and there has been considerable bidding for future delivery from foreign buyers. Prices under late advices from Europe are reported firm, with a hardening tendency. The situation at all mining districts of Florida and South Carolina is encouraging, and it is stated that the production for 1893 will show a large increase over last year.

At various lumber points throughout the South the business of the past week has been of lighter volume than usual, and the market rather quiet in tone, but very steady. The outlook at all primary lumber points is of a most encouraging character, and while orders have not been as numerous, there are many signs

of a healthy condition of the industry. At several of the Atlantic ports manufacturers report more discounts for June than usual, parties preferring to pay cash rather than take the ninety days. The building demand is assuming larger proportions, and comes from the cities and for betterments for railroads. Prices continue in the main very steady, but not showing a wide margin of profits.

At the June meeting of the Baltimore & Ohio Railroad, held in Baltimore, June 21, the semi-annual dividend of 3 per cent. was declared on the first and second series of preferred stocks. The statement of the road shows an increase for last May of \$37,588 in gross earnings and \$118,955 in net earnings over those of May, 1892. It is the largest result for the month of May of any year in the history of the road. The earnings for the first three weeks of June show that there will be a corresponding increase in both gross and net earnings this month over June, 1892. During the eleven months ending May, 1893, there was a decrease of \$515,343.79 in net earnings, caused principally by extensive purchases of rolling stock and improvements along the line at Harper's Ferry and in Pennsylvania.

### The Southern Financial Situation.

The week's outlook has been much more encouraging than discouraging in the South. Business is reported no worse at the various trade centres. New York and Baltimore bankers say that there is a small amount of money called for by their Southern correspondents as compared with the West. The excellent condition of the former banks is shown in the article on bank suspensions detailed elsewhere. Railway securities have improved slightly, but the reports of increases on the large Southern systems show what they are doing for their shareholders. The rush to the Columbian Exposition has begun. The receipts so far for June average \$55,000 daily, expenses \$19,400. All the railway lines are increasing the number of passenger trains, and the Southern roads are getting their share of business, which promises to be enormous in July and August. Money is at a low rate of interest in London, and English investors continue buying Louisville & Nashville and other good stocks. The Drexels now control 4500 out of 6000 miles of Richmond Terminal through securities deposited with them, and the reorganization is assured.

The gold movement seems to have changed. Baring, Magoun & Co., of New York, announce that they will import \$500,000 in gold this month. The gold in the treasury has increased \$5,000,000 in the last three weeks, and none has been exported for a fortnight.

The two principal failures in the South during the past week were a savings bank in Chattanooga, Tenn., and the Bank of New Hanover at Wilmington, N. C. The Chattanooga suspension was caused by a run created by the closing of a penny bank with only \$6000 deposits. The Bank of New Hanover was unable to realize at once on good paper and closed its doors. It is reported the depositors are fully protected. Had the average confidence in financial institutions prevailed neither suspension would have been reported.

### Why Few Immigrants Go South

The agitation of the Southern immigration question has accomplished one thing at least that may be set down as a profitable result—it has set people talking and thinking and writing on the subject from one end of this country to the other. This wide discussion of the question cannot fail to bring some benefit in the shape of suggestions of practical value. It can do no harm to have the advantages of the South so extensively advertised as is being done by this discussion, and when the tide of immigration shall turn southward it will move steadily and powerfully.

The New York *World* of last Sunday contained an article headed "Few Immigrants Go South." The writer of this article did not present any ideas that are new or original, but several significant facts were prominently set forth. The two questions that suggest themselves first in considering this subject are: "Why do not immigrants go South?" and "How can they be induced to go South?" A paragraph in the *World* article supplies the answer to our first query:

Foreigners have many queer illusions about the climate of the Southern States. Somehow or other they have come to the conclusion that it is so enervating that only negroes can work there. They have been taught that a colored workman can command double the wages given to a white man, and that there is practically no demand for skilled European labor. The agents who puff up the Northern and Western States of course never miss an opportunity of belittling those of the South. Indeed, so dense is the ignorance of thousands of persons who contemplate immigration that they are not aware that slavery has been abolished, and for that reason are not at all anxious to seek their fortune in the Southern States.

This is but another illustration of the systematic methods of deception concerning the South that have long been followed by the immigration agents of the Northwest in their efforts to secure settlers. Immigrants do not go South because they do not know the truth about the South; nobody attempts to tell them the truth, and nobody asks them to go into the South as they are invited to go to the West and Northwest. The writer of the *World* article went to Ellis Island, where the great incoming stream of foreigners at New York is received, sorted and divided into various channels. Here is part of what he saw and learned:

Very little intelligence was to be found. There were Poles, Dutch, Slavs and Germans in plenty. All had come with the intention of growing up with the country. The Poles and Slavs were bound for the mines to work for seventy-five cents a day, which they think is splendid pay.

In all that polyglot crowd the reporter could find only one man bound South. West Virginia was his destination. He was an Austrian. He had three sisters in West Virginia. They had sent him the money to pay for his passage, and he hoped to find work in an iron foundry. He had no idea about South or North or anything else, it seemed. He was not aware whether the United States was a monarchy or a republic.

In his search for some intelligent foreigner the reporter stumbled across a man from Staffordshire, England. His dialect was not quite easy to understand, but when you once got the hang of it it went along like a teaship. He said he was a potter, and was waiting for a little money to enable him to go to Trenton, N. J., where he expected to find work at his trade. He expressed his firm conviction that England was going to the devil at express speed, and that every year the battle for bread was growing fiercer. He said that he did not know that the South would allow immigrants. All the Northern States were well represented in Staffordshire. Agents of steamboat companies took care that books describing life in the North should be plentifully distributed. The Dakotas, he thought, were absorbing most of Staffordshire's surplus agricultural population.

In his judgment the privilege of taking up public and railroad lands had much to do with the development of the great Northwest. If there were any public or railroad lands to be had

in the South, he confessed they had never been brought to his notice, or he might have made an effort to become a landed proprietor. He, for one, hated ice and snow, and would not live in Dakota for a gold watch and chain.

To one who has given any study to the immigration question this is nothing of a revelation. Far more striking examples of ignorance and misconception about the South could be presented in infinite number and variety. It is not difficult to see how and why the South is suffering in the distribution of immigrants. If the thousands of desirable immigrants who come annually to our shores knew as much about the South as they know about the West and North-west, the South would receive the major portion of them. If the people of the South would bestir themselves and handle this question in a practical manner there would be no trouble about getting all the immigrants that are wanted. It is simply a question of ways and means, and one that can be solved very easily. Let the South do as the North has done. This from the *World*:

The Northern States have not hid their light under a bushel. Enterprising agents all over Europe are perpetually singing the praises of the wheat-growing belt, the minerals of Colorado and the rapid way in which fortunes are accumulated in Ohio and Illinois. Northern steamboat and railroad companies have in their employ glib-tongued men who earn their daily bread by puffing the resources of the North and West. By lectures, by pamphlets and by judicious advertising the English, the French, the Spanish and the Italians are made familiar with the geography and the industries of the Northern States.

If the Southern States were as enterprising in the way of making known their advantages as are those of the North, things would be far different. The percentage of their immigrants would rapidly increase, and soon a fair share of hard-working people from abroad would be working their mines, tilling their lands, laboring in their factories and adding materially to their commercial importance.

We regret that the article in the *World*, otherwise accurate and well put, is marred by this very unfortunate and wholly unfounded assertion:

It seems, however, that immigrants venturing South are not cordially welcomed. It has been said, in fact, that they are scarcely even tolerated. The increase of the colored race is so phenomenally fast that it threatens in the course of time to crowd out the whites entirely. The two people can never amalgamate, and ethnologists predict sad things in the future.

We have yet to learn of a case that offers any foundation for such an impression as this. On the contrary, law-abiding, industrious settlers are welcomed everywhere in the South, without regard to their religion or politics. The negro population is no bar to immigration, except as regards the immigrant who has neither trade nor capital. The common laborer is not needed in the South and will not find profitable occupation, for the South has a limitless supply of the best and cheapest common labor in its negro population. This cannot and must not be displaced. The immigrants most needed and always cordially welcomed in the South are the skilled mechanics and the small capitalists. For the carpenter, the blacksmith, the mill hand, there is always work, wages and welcome. For the farmer with a few hundred dollars there is the opportunity represented in the combination of the richest soil, a climate that is unexcelled, cheap help for farm labor and a market for his products that will yield him a living and profit.

Let there be no mistake about the sentiment of the South towards immigrants. Such immigrants as can benefit the community in which they settle are wanted and are welcome.



### Where Augusta Stands Among Southern Cities.

ROCKBRIDGE ALUM SPRINGS, VA., June 19.  
*Editor Manufacturers' Record:*

Several years ago I read in your publication an article from the late Hon. W. D. Kelley, of Pennsylvania, who at the time of his death was the father of the House of Representatives. Mr. Kelley was an authority on the industrial growth of the country, and was an earnest advocate of the benefits of a tariff for revenue and protection. He believed in the policy of legislation for the development of the mining and manufacturing interests of the United States. In this, I believe, he was correct. I would not, however, take a cent from one man to give to another, nor do I believe this is necessary to build up and protect our industries, for any revenue tariff properly adjusted will give the products of our fields, mines, forests, workshops and factories all the protection required for labor and capital. The free-trade cranks who would not legislate for the protection of American products of the farm, the forest, the mine, the shop and the factory are, fortunately, so greatly in the minority in our party that they are practically harmless.

The "robber-tariff" was a good enough slogan for the presidential campaign, but the Democratic party in Congress will not rashly imperil the existence of the mining and manufacturing interests of the country by any radical or destructive warfare on them. The tariff will be remodeled and certain necessary reforms will be made. The tax on the great necessities of life should be reduced, and removed altogether when practicable, and the duty on the luxuries should be increased. The main source of revenue for the support of the government is derived from tariff duties, and so long as this is the case the incidental protection that comes from the tariff will be ample for the productive industries of the country.

I did not start out to discuss the tariff, but to call your attention to what Mr. Kelley said about the South. He gave it as his opinion that it was the most favored and inviting section of the Union for settlement and investment. He is on record as having said that in climate, water-power, timber, agricultural, mineral and manufacturing resources and possibilities, it was incomparably superior to any section of the Union. This is the unbiased opinion of one of the best known public men of his day. He was a Republican of the stalwart type, but he saw in the South's agricultural wealth of productions and in her unrivaled mining and manufacturing resources the most wonderful means of certain national wealth that this country had ever beheld. The boundless West, with its golden grain and precious metals, bears no comparison to that matchless land where the iron and coal are in either hill and the limestone crops out in the valley; where, in the words of the gifted and lamented Grady, the cotton whitens under the stars and the grain takes on its golden hue from the sun; where nature's icy breath never freezes and renders useless for a season the inexhaustible streams and rivers that furnish the cheapest power in the Union. The most fertile mind could not exaggerate the climatic advantages and the industrial possibilities of the South.

The MANUFACTURERS' RECORD has done its duty in forcing the recognition of the South as the most favored and inviting section of the country. You must keep up the work. I am persuaded that the best development of the South is in manufactures. In this connection I call your attention to what Augusta has accomplished in ten years. The publication of the correspondence with Hon. Robert P. Porter, superintendent of the census, shows that Augusta's industrial growth has been greater than that of any of her sister cities,

and that she takes first place as the most progressive manufacturing city of the South.

In the interest of manufacturing in the South, and in recognition of the honor due to Augusta, I request the publication of the enclosed correspondence in the MANUFACTURERS' RECORD.

Yours respectfully,

PATRICK WALSH,

Editor the Augusta Chronicle.

[We take great pleasure in complying with the request of Mr. Walsh, and invite the attention of our readers to the facts set forth in the following correspondence.—ED.]

MR. WALSH TO SUPERINTENDENT PORTER.

OFFICE AUGUSTA CHRONICLE,  
 AUGUSTA, GA., May 27, 1893.

HON. ROBERT PORTER, Superintendent of the Census, Washington, D. C.:

Dear Sir—I have read with great interest your article on Southern development in the World's Fair edition of the Baltimore News. I regret that you overlooked Augusta, a city which has shown more progress in manufactures than any other in the South. I call your attention to the statistics in the Augusta Exposition circular, which were compiled from the census bulletins of your department. Augusta leads all Southern cities in cotton manufacturing. Of the \$12,000,000 invested in cotton factories in Georgia, one-half of the amount is invested in the mills at Augusta.

The South can become great and prosperous by engaging more and more in manufacturing pursuits. She has the greatest natural advantages for varied industries. She has the greatest abundance of water-power, a superb climate and abundant means of transportation to reach the markets east and west. She has the raw material to her hands at first cost. Her cotton, her timber, her coal, iron, limestone, granite, marble, kaolin, clay and sand should make her the most inviting and profitable field for new industrial enterprises.

I know that you are a very busy man, but I take so much interest in the present and future of our manufacturing enterprises that I would like to have the facts in reference to Augusta examined, and if found correct verified by some one in authority in the census department of the government. I will cheerfully pay the expense incurred in the investigation.

The best hope of the South is in manufactures. In the Savannah river above Augusta, according to the engineer's department of the government, there are 400,000 horse-power, enough to make into goods every bale of cotton raised in the Southern States. The practical sense of it and the economical solution of it will be demonstrated when the mills are removed to the plantations.

Yours very truly,

PATRICK WALSH,  
 Editor Augusta Chronicle.

SUPERINTENDENT PORTER'S REPLY.

WASHINGTON, D. C., June 7, 1893.

Sir—I am in receipt of your letter of May 27, 1893, referring to the article on the development of the Southern States which appeared in the World's Fair edition of the Baltimore News, and to the fact that no comment was made on the manufactures and resources of the city of Augusta, Ga.

In reply I beg to assure you that while Augusta was overlooked in the article referred to, anything I might say would simply be in corroboration of the statements contained in the numerous articles that have appeared from time to time in the Augusta Chronicle, and that have so graphically presented the manufacturing industries and the resources of your city.

Referring to an article contained in a recent edition of your paper, in which you give the percentages of increase in manufactures for certain cities in the State of Georgia, I have to advise you that since the publication of the preliminary bulletins from which your percentages were taken the office has had a thorough examination and a partial canvass made of these cities. During this canvass returns were obtained from a number of establishments that were omitted in the original canvass. These reports have been added to the published preliminary totals, and will be presented in the final reports on each city that are now in course of preparation. The following percentages of increase in the manufactures of the cities in the State of Georgia with a population of 20,000 and over are taken from the data contained in the final tables:

PERCENTAGE OF INCREASE DURING THE DECADE  
 FROM 1880 to 1890.

	Atlanta.	Augusta.	Savannah.	Macon.
Number establishments.	106.12	633.33	102.50	298.04
Capital.	285.00	275.33	385.39	511.98
Average number hands.	135.73	274.64	141.33	195.81
Total wages.	327.91	359.69	199.71	312.91
Gross value of product.	168.60	194.51	83.21	199.95

The percentages in this table are computed on the totals that will be published for the two census periods. Owing to the inclusion in the reports for the eleventh census of certain industries that were in existence but entirely omitted at the census of 1880, and the more perfect enumeration of the eleventh census, these percentages cannot be considered as indicating the exact increase in the respective cities.

The percentages for the city of Macon are based on the totals published for Bibb county at the census of 1880, as a separate total was not made for the city at the tenth census. With the exception of Macon, for which a true increase is not shown, Augusta stands first in increase of establishments, hands, wages and value of product. While the city of Augusta does not show a larger percentage of increase in the gross value of product than some other cities in the Southern States, still the increase is substantial and evidently of the character that will remain. This is shown by the large increase in the gross value of product reported by the building trades. The gross value of these trades, as returned at the tenth census, was \$164,246, as compared with \$1,474,657 at the census of 1890, or an increase of 798 per cent. This increase is, in a measure, due to the more perfect enumeration at the eleventh census, and the inclusion of industries omitted at the census of 1880. At the census of 1880 the gross product reported for the cotton factories in the city of Augusta constituted 23 per cent. of the gross value of the product for that industry in the entire State; at the eleventh census it constituted 33 per cent. of the gross value for the entire State.

The product of the lumber and planing-mill industries has also increased 103 per cent. during the decade. As a further corroboration of the manufacturing importance of Augusta, attention is invited to the following table giving the value of the gross product per capita, as shown by the totals thus far prepared for the cities named:

AVERAGE GROSS VALUE OF PRODUCT PER CAPITA.			
Atlanta.	\$199	Norfolk.	\$133
Augusta.	275	Mobile.	92
Savannah.	144	New Orleans.	144
Macon.	227	Houston.	143
Nashville.	180	Birmingham.	200
Charleston.	162		

While the gross product for the manufactures of the entire State of Georgia has not been ascertained, the tabulations thus far completed indicate it will be in the neighborhood of \$58,000,000, as compared with \$36,000,000 in round numbers at the census of 1880. I believe these figures corroborate all the statements you have made concerning the wonderful increase in the manufacturing interests of Augusta, and establish her importance as a manufacturing centre of the State.

ROBERT P. PORTER.

### GENERAL NOTES.

#### Brief Mention of Various Matters of Current Interest.

ACCORDING to the census returns, the mortgage indebtedness per person in Alabama is \$26.00, and Tennessee \$23.00, while in Pennsylvania it is \$117, Kansas \$170, Nebraska \$126 and Massachusetts \$144.

At the last meeting of the Louisiana Sugar Chemists' Association, held at Donaldsonville, Prof. R. T. Buxwell read a paper on the steam loop improvement. The effect of sulphur on clarification was also discussed.

REPRESENTATIVES of the insurance companies doing business in Tennessee will meet at Nashville June 26 and decide whether to cease operations in the State or to continue and be taxed 1½ per cent. on capital, according to the law of 1891.

THE Powhatan Land & Mining Co., near Fredericksburg, Va., has just added two gold reduction mills to its mines, and two more are being made for it. The company is extending its operations, and the quality of the ore the mine is turning out is very satisfactory.

BUSINESS men in Baltimore and Washington are agitating the question of a military road to be built between the cities by the State of Maryland and the government. The road is to be used for the movements of troops in case of interruption to railway travel by riots, etc.

A NEW bank has been organized in Ocala, Fla., and will soon be in operation. The Ocala Building & Improvement Co. is to be absorbed by the new institution. It will be known as the Ocala Warehouse & Banking Co., with a capital of \$100,000. The leading men of the city are identified

as stockholders in the new concern. The object of this institution is to aid cigar factories to procure supplies of tobacco, the same to be held in storage subject to call. The bank will then make any advance on bills of lading and discount all bills presented.

MR. GEO. H. CLARK, of Cedartown, Ga., is having mine shafts and openings made in Troup county, near West Point, Ga., in order to test the character and formation of some asbestos veins which are there. So far the work has been carried on in several localities with varying results.

MR. BARING-GOULD's presence in Charleston, W. Va., is thought to have some connection with an investment of English capital in West Virginia. Mr. Baring-Gould is a representative of Baring Bros., the London bankers, who have made heavy investments in American enterprises.

THE Cotton Exchange and Board of Trade at Savannah, Ga., have taken joint action in urging the repeal of the Sherman silver bill. The resolutions attribute much of the financial stringency to this law, and the Congressional representative from the Savannah district is asked to use his influence against it.

THE new Bessemer ore mines in Llano county, Texas, are now in full operation, and the entire force of the company are engaged in getting the material out. The first shipment will be made about July 1, and after that date the trade will be regular. The company has a market in which it can dispose of the ores as rapidly as it can mine them.

THE last Florida tobacco crop sold at prices ranging from thirty-five cents to \$2.25 per pound. It is expected four times the usual area will be planted in that State this year. The next crop is expected to be 50 per cent. better than any previous crop. The outlook is considered excellent in Louisiana, and it is calculated 25 per cent. more farmers have engaged in tobacco cultivation in that section than last year.

THE truck season at Norfolk, Va., is now at its best, and all transportation lines at that point are running extra steamers. Shipments to Western points by rail have been unusually large this season. The total shipments of truck for the season will, it is estimated, show a large increase over last year. One company reports shipments of 23,000 packages, against 11,000 for the corresponding period last year.

A MEETING was held in Florence, Ala., last week for the purpose of forming an association to promote the general public interests of that city. Mr. A. E. Walker was called to the chair and Maj. L. P. Fleming was elected secretary, and a general discussion of the object of the meeting was then indulged in. It was decided to organize at once, and a committee of five was appointed to draft a constitution and by-laws.

THE county commissioners of Cecil county, Md., in special session at Elkton on the 20th inst., made a final settlement with the Youngstown Bridge Co., of Youngstown, Ohio, through their Baltimore agent, H. A. Ramsay, for the bridge recently completed over the Bohemia river. The bridge was not completed by the company at the contract time, and the county commissioners claimed a demurrage of several thousand dollars. A compromise was made, the company allowing \$1400 as a forfeit from the original contract cost of \$16,567.

### Comparative Bank Failures.

In the article on bank failures, which appears elsewhere in these columns, the word "incorporated," referring to estimated capital of banking institutions, should read "unincorporated."

## MECHANICAL.

## Notes on World's Fair Exhibits.

[From our own Correspondent.]

CHICAGO, June 19.

ECLIPSE WIND ENGINE CO.

In this exhibit are shown seven wind-mills. The centre of attraction is a 14-foot geared Eclipse wind-mill erected on a 50-foot tower. To one side of this mill is a 12 foot Eclipse pumping mill on a 40-foot tower; on the other side an eight-foot steel mill on a 40-foot steel tower. Surrounding the base of the tower of the geared mill is a house twenty-two by twenty-two feet, in which is placed wind-mill machinery, pumps and other kindred goods. Surrounding the house is a winged veranda. On the roof of one wing is shown a 10-foot Eclipse wind-mill made of cherry, with nickel-plated parts and beautifully finished. On another wing is shown a steel wind-mill on a steel stub tower. Below on ground floor of veranda is a 10-foot Eclipse wind-mill on a stub tower. It also shows a curiosity in the shape of the original Eclipse wind-mill made, which is as well the first solid-wheel wind-mill made, and was constructed in the year 1867. This mill was used by the original purchaser for eighteen years, giving perfect satisfaction, not having cost one cent for repairs during all that time of service. The exhibit is located in the front rank of wind-mills, and, taken as a whole, fully sustains its position and the reputation which the Eclipse wind-mill has enjoyed for a long number of years. This exhibit was installed by and is in charge of Fairbanks, Morse & Co., Chicago.

WILLIAM S. DOIG.

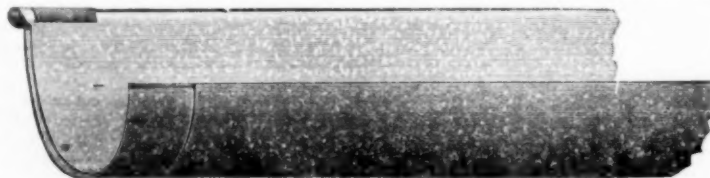
William S. Doig, of Brooklyn, N. Y., has a full line of the Doig improved box-nailing machines on exhibition at the World's Columbian Exposition. The stand, which is in section 13 of the machinery building, occupies eighty square feet. Mr. Doig finds his exhibit attracts general attention. A unique souvenir is distributed by him in the form of a folder with lithographed covers representing a pine wood box nailed in the various ways made possible by the use of the Doig machines—in a straight line, zig-zag, etc. The imitation is very clever. The folder also shows several of the different styles of machines made by Mr. Doig. These machines, it will be recalled, were selected by the commissioner of patents at Washington for display in the patent office exhibit as "marking a distinct advancement in invention" and showing the greatest progress in machinery manufacture.

JAMES LEFFEL &amp; CO.

The well-known firm of James Leffel & Co., builders of steam engines and boilers and water-wheels, Springfield, Ohio, was unable to obtain the space desired to make the display at the World's Fair, and for this reason their exhibit is not as large as they had wished. Their location is group 62, section N E, mines and mining building. In the exhibit is shown one of their five horse-power horizontal engines mounted on self-contained return flue boiler on skids that is worth while examining by anyone visiting the fair who may be interested in or contemplate using this class of machinery. This company also has an eight horse-power horizontal engine mounted on sixteen horse-power self-contained boiler on skids in actual operation on the grounds, driving the plant of the Hydraulic Press Manufacturing Co., located between stock pavilion and Great White Horse Inn. The new pocket pamphlet recently issued by the company illustrates and describes in a concise and practical manner the full line of engines and boilers manufactured.

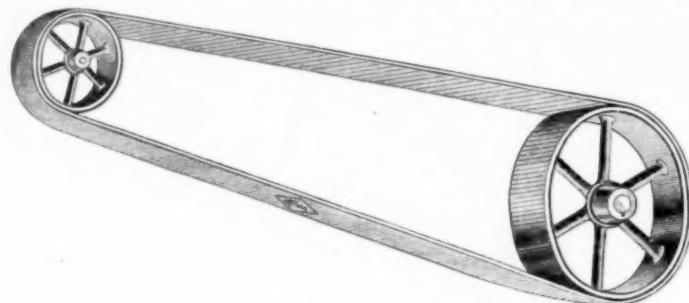
## Slip-Joint Eave Trough.

Contractors and all interested in buildings will note the advantages of the slip-joint eave trough as shown in illustration. It is made by the Fostoria (Ohio) Steel Roofing Co. The lap of the joint is cut away so as to allow the outside lap to extend around and over the bead, thus making three thicknesses of material at the head and strengthening it. The tongue of



SLIP JOINT EAVE TROUGH.

the bead is also entirely cut away, thus leaving the bead open to admit the next joint of pipe. The trough is made in lengths of ten feet two and a-half inches, and when they are placed on the building they make full 10-foot lengths. A 50-foot building requires but five lengths of our trough, and has but four joints. The company makes two sizes of beads, one-half inch for three, three and a-half, four and



FLUTED RUBBER BELTING.

five-inch trough, five-eighths bead for larger sizes. The trough is made both right and left hand.

## Fluted Rubber Belting.

The illustration given herewith, shows the Anchor brand of fluted rubber belting in position for operation. It is made of mineralized rubber, and is manufactured by the Mineralized Rubber Co., no sulphur being used, and is said to be little affected by the action of acids, grease, oils or chemicals of any kind. It is made of the highest grade of Para, and is of a surface composition especially adapted to hard work. The duck is specially woven from the best grades of cotton, and thoroughly stretched before going into the belts. All belts are mineralized under heavy pressure and fully warranted. The patent fluted belting is especially desirable for all places where belts are run over small pulleys at high speeds, out of doors, in damp or wet places, or where there is much steam or considerable dust flying, but more especially where it is desirable to prevent all slipping and where it is important to preserve a regular speed, because from the elastic nature of the rubber, which is fully brought out by the fluting, so as to give room for its compressions and expansion, a far tighter grip is obtained on the pulleys and a much stronger pull obtained, as the fluting acts like claws, taking a firm hold, entirely preventing any air cushioning, and rendering slip almost impossible. H. N. Green, 1220 Filbert street, Philadelphia, Pa., is the general agent.

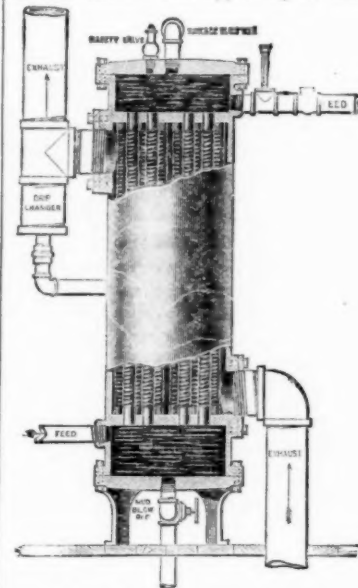
## The Hercules Injector.

The accompanying illustration is of the Hercules injector, the invention of Robert Harrison, of Erie, Pa., and made by the Sims Company of that city.

As will be noticed by the illustration, this is a "double-tube positive injector," of attractive design, simple of construction

and easy to operate, being started and stopped by use of a single lever. This lever movement also controls the connection between the injector and the boiler in the steam line, so that the valve in the steam pipe may be left open at all times, the interior arrangements being such as that water can never remain in the injector when out of use; this thorough draining obviates all danger of freezing. The arrangements of the tubes have been made

tions serving the threefold purpose of greater strength, more heating surface than in the same length of straight tubing, and providing for perfect expansion and contraction. The water passing inside the tubes under pressure insures absolutely tight joints. The shell, of cast iron, is not affected by the fatty matter or oil in the exhaust steam. The upper cap or head

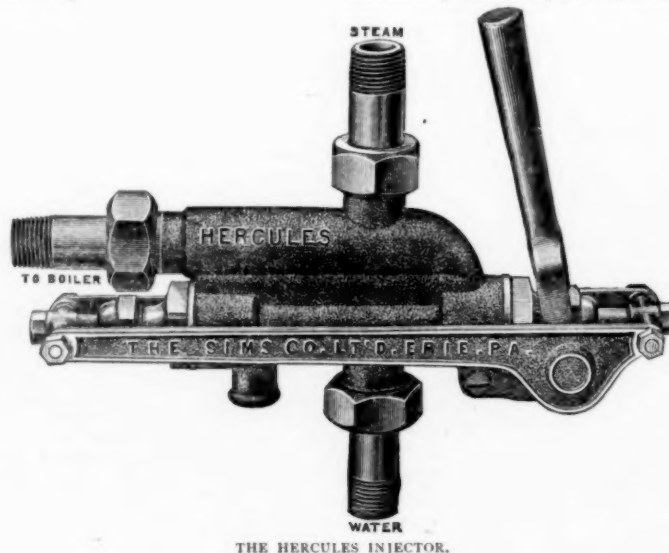


A NEW FEED-WATER HEATER.

being removable without breaking exhaust connections, gives easy access to the tubes for purpose of cleaning. Every heater is guaranteed against repairs for ten years, an important item to the purchaser. The popularity of this heater is shown by the sale of over 100,000 horse-power during the past ten months, largely throughout the South and Southwest.

## The Rule of Contrariety in Inventions.

The New York *Sun* of June 12 publishes a very able article which has reference to the strong contrasts which exist in certain methods represented by modern inventions as compared with the methods of former years, and in connection with this special feature cites many interesting instances. There is apt to be a fine irreverence about the inventor (the article states) which leads him to suspect that any old way of doing a



THE HERCULES INJECTOR.

## A New Feed-Water Heater.

The Wainwright Manufacturing Co. of Massachusetts, 68 Cortlandt street, New York, has placed an improved water-tube feed-water heater and purifier on the market that shows that it is alive to the fact that manufacturers of modern steam appliances must recognize the consumers' demand for greatest efficiency and durability at the lowest possible cost. In this heater corrugated copper tubes are used, the corruga-

thing is for that very reason not the best way. Often he observes some time-honored plan of working, audaciously makes up his mind to do the exact opposite, and hits upon success. Guns were loaded at the muzzle for ages, until one day a man of originality thought of loading them at the other end, the preferable end on many accounts besides that of manifest convenience. The same path was trodden by the Frenchman who first put the eye of a needle near its point instead of away from



its point. He little knew that he was doing a great deal to make the sewing machine a possibility. One of the notions of the pioneer railway engineers in England was that their rails must be flanged so that the wheels of locomotives and carriages should not get off the track. But some one of skeptical mind inquired: Why not leave the top of the rail flat or nearly flat and put the flange on the wheel, an easier thing to do? Accordingly, the flange was

gun. So much more work does a gas engine yield than a steam engine, in comparison with the heat applied, that only the dearth of heat, as supplied by gas, prevents the speedy superseding of steam for motive power. As gas engines grow steadily larger their margin of economy becomes so decided that it begins to pay to make gas on purpose to burn in them.

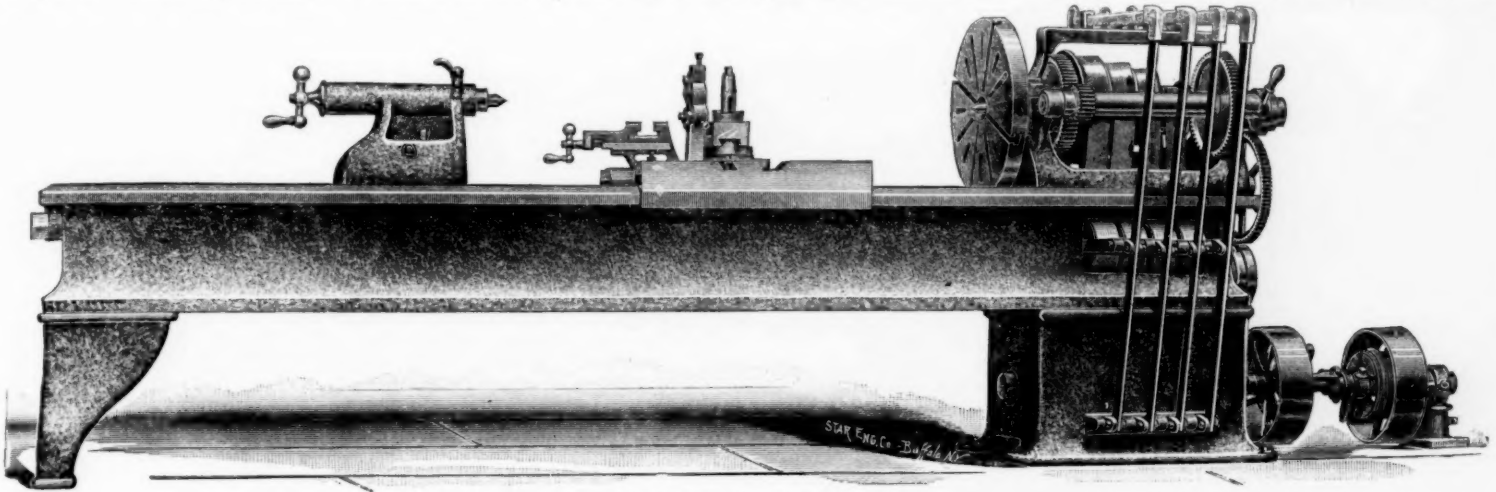
It is interesting to note that with all the seeming contrariety in inventions there are

large diameter, with long bearings provided with means for taking up wear. The driving gearing is so arranged that two different grades of speed can be obtained, one for turning and one for polishing. The chuck shown on the machine is of new design. Around its hub is journaled a gear meshing with three pinions, which operate universally by means of bevel gears, three screw studs which centre the pulley by the inside of rim. After being

contrivance to or from the head of the main bed. The power for driving the foot-stock spindle is obtained from the rear end of the head stock by means of change gearing giving different speeds and transmitted through a splined shaft in the centre of the lathe.

#### The Crafts Driving Device.

F. H. Crafts, of the Buffalo Woodworking Machine Co., is the inventor of a driv-



THE CRAFTS DRIVING DEVICE.

taken from the rail to the wheels, and remains there to this day, to remind the traveler that an Eastern philosopher said long ago: "To him that is well shod it is as if the whole earth were covered with leather."

Referring to the developments of the steam boiler and steam engine, the article goes on to describe how the heating was first done by fire outside, and then subsequently a bold step was taken by placing

apparently links which chain one improvement to the other, and what are apparently contrasts are nothing but the result of steady and slow evolutions.

#### 60-Inch Pulley Lathe.

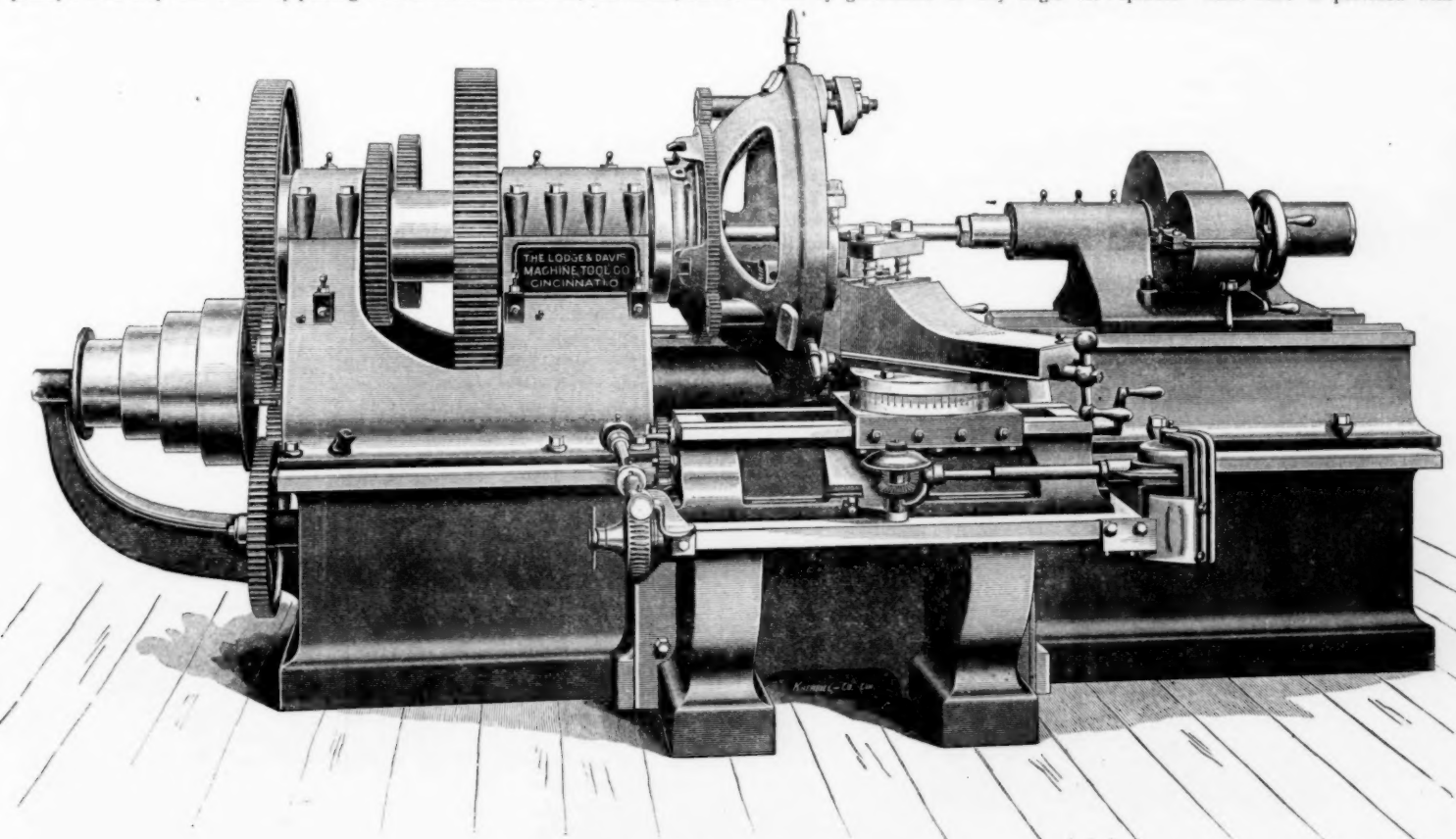
The accompanying engraving shows an improved 60-inch pulley lathe which has been put on the market by the Lodge & Davis Machine Tool Co., Cincinnati, Ohio.

thus centred the pulley is chucked by the arm with adjustable clamps to avoid springing. The feeds for the tool slides and foot-stock spindle are obtained from a friction disk located under the front spindle bearing, and the feed can be varied from nothing to three-quarters of an inch by a knurled knob.

The rails carrying the tool saddles can be set by graduation at any angle for

ing device for engine lathes and other machines which is attracting much interest among machinists generally. The accompanying illustrations show a 22-inch swing lathe with this attachment.

The old methods employed in driving engine lathes are completely reversed by the substitution of this device, as the countershaft is placed directly underneath the spindle. Each cone is provided with a



60-INCH PULLEY LATHE.

the fire inside of the boilers, and in this way much more heat was made available than otherwise would have been wasted. The steam engine, whether mounted on wheels or not, always kept its fuel outside; furnaces and cylinders were distinct. Today the steam engine's primacy is challenged by a motor which uses its fuel inside, the furnace being no other than the cylinder, precisely as in the barrel of a

gun. While this machine is very heavy and rigid, it is so designed as to admit of easy and rapid operation. The features of this lathe that are considered especially valuable are the universal chuck for centring and turning up pulleys; the design of the rail and feed mechanism for facing and turning taper to the full swing of the lathe, and the arrangement for boring and turning simultaneously. The live spindle is of

crowning. The front rail is so arranged that it can be set clear across the bed bearing on both sides, so as to face work or turn any taper to the full swing of the lathe. The feed for this purpose is derived from the worm-wheel shaft through a series of bevel gears and a telescoping shaft. The foot stock slides by means of a rack and pinion on an intermediate shear, which again can be moved by the same

light double endless belt entirely free from rivets; in other words, a four-step cone would have four belts. Each belt has its own tightener. These tighteners are controlled by a series of levers having notches planed in them at intervals of one-half inch. This insures perfect control of the belts and any tension can be secured suitable to the character of the work being done. As the belts are now pulling down

on the spindle they counteract the influence of the up-thrust of the tool, and the strain is taken off the top at the head stock. By the employment of tighteners more lap of the belts is secured and less tension of the same is required to accomplish the work. When the lathe is not in operation, the belts being in a slack condition, the same will take up and retain their elasticity, thus prolonging their life indefinitely. The countershaft can be reversed, and the same can be belted from

been substituted for the upper and the nether millstones.

It is only within a comparatively recent period that any decided advance has been made in the art of grinding by the use of stones. One improvement consists in substituting for the stones in ordinary use grinders made from rock emery.

Rock emery is peculiarly adapted to this purpose. In hardness it is only excelled by the diamond, and in cutting power it is unexcelled. An emery face is always

are sold to country millers and farmers for the reason that they require no skilled sharpening. They are made to take the place of other millstones without any changes in the mills.

Rock emery millstones are sold at a moderate price. These stones are ample proof, if any is needed, of the progress of American milling.

The accompanying illustration shows a simple mill containing rock emery millstones. These mills are running successfully in many places in England and on the Continent, and are shipped to nearly every part of the world where grinding is done. They are manufactured by the Sturtevant Mill Co., Boston, Mass., U. S. A., No. 88 Mason Building.

#### Mexican Notes.

A SYNDICATE headed by Senor Pedro Hinojosa has obtained a franchise to build a line of railroad from Guanajuato to Dolores Hidalgo, Mexico, to be completed within eight years. It is intended to be a branch of the Mexican Central and connect with the Mexican National.

A NUMBER of new buildings are being erected in the City of Mexico.

MEXICAN tobacco has been exported to Europe in large quantities this year.

CORN reports are that the next crop will be abundant.

THE Mexican authorities of Matamoras have received orders from the Mexican government to stop the construction of jetties in the Rio Grande at that place. This action was taken on account of the protest made by the United States authorities against the work, as the jetties were turning the course of the river, which threatened to wash away the United States reservation upon which Fort Brown is located.

THE present wheat crop of Texas is estimated at 6,000,000 bushels. The acreage is larger than ever before. The upland yield is said to be much lighter than that in the valleys. An expert statement is that 700,000 acres are planted with the grain. President Brown, of the Galveston Wharf Co., says the Galveston elevators can handle all of this crop.

JOHN M. ROBBINS, of Fort Worth, Texas, has secured a patent on a dredging machine that may revolutionize the present system of dredging. Mr. Robbins's invention consists of a hull, the lower half of which is to rest on the bottom of the channel while working. The matter to be taken out is forced through a conduit in the hull by means of a current induced by the action of a propeller wheel.

THE Southern Railway & Steamship Association held its annual meeting in New York city last week, and several warm discussions of the different questions before the members were indulged in, but a settlement of any of them was not arrived at. There being no likelihood of a satisfactory ending of the meeting, it was adjourned to July 11, when a sub-committee in charge of the main questions involved will render reports. Commissioner E. B. Stahlman has expressed his opinion that, while some of the roads are not in favor of the new agreement, they will all come in at the adjourned meeting.

THE Embreeville Freehold, Land, Iron & Railway Co., of Embreeville, Tenn., on the 15th inst. executed a deed of trust to secure local creditors. The company's liabilities are \$35,000, and assets to the amount of \$45,000 were covered by the deed of trust. The entire property is really worth about \$600,000, but owing to the stringency of money the company was unable to meet its pay-roll, which amounts

to \$9000 per month; so, in order to prevent attachments of creditors interfering with the furnace, the above action was taken. All obligations will likely be removed within thirty days.

A DETAILED statistical account of the fisheries of the South Atlantic States is contained in the eighth report just issued from the department at Washington, D. C. This shows that in 1890 the number of persons engaged in the fisheries in this section was 16,001; the amount of capital invested was \$1,688,286, and the first value of the products \$1,573,704. The shad is by far the most important single object of capture, after which come oysters, alewives and mullet. The value of these four items is \$1,086,285, a sum twice as large as that accruing from the sale of all the other products combined.

THE Farmers & Merchants' Supply Co., Limited, with its headquarters in New Orleans, received its charter on the 3d inst. The object and purposes of the company is to transact a general mercantile, manufacturing and commission business, and to solicit and receive consignments of farm produce and other merchandise. The capital stock of the company is \$10,000, divided into shares of \$100 each. Messrs. Robert Maxwell, George H. Frost and Felix A. Jones, with Robert Maxwell, president; George H. Frost, vice-president, and Felix A. Jones, secretary, have been chosen as the first board of directors.

SEVERAL representatives of New Orleans capitalists visited Crowley, La., on the 16th inst., and are now engaged in negotiating for the right of way and perfecting arrangements for building a large canal, beginning at a point twelve miles south of Crowley and fifteen miles in length, to connect with the Bayou Guedetortia. It is proposed to build the canal sixty feet wide and dig it out four feet deep. The syndicate will build it five feet above the ground, so that it can be used to irrigate the large acreage of rice lands adjacent. Civil Engineer H. Dasplil estimates that the proposed improvements will cost \$100,000.

THE Oemler Oyster Co., of Savannah, Ga., has decided to close up its affairs. This step is caused by the failure to propagate oysters in deep-water territory owned by the company. The company was organized three years ago through the efforts of Dr. A. Oemler, who has large investments on Wilmington island, and who had given much attention to oyster culture. It was capitalized at \$67,000 and had a bonded debt of \$37,500, all of which was invested in the oyster-planting and canning business on Wilmington island. The company planted about 111,000 bushels of oysters. Most of them died. Experts in oyster culture are at a loss to find the reason for this, as bivalves are raised in quantities in shallower water near this section.

THE stockholders of the Bank of Newport, at Newport, Ark., held a meeting on the 13th inst. The president, Col. E. L. Watson, presided. Robin M. Johnson, cashier and secretary, presented a full report of the transactions of the bank for the past twelve months. Notwithstanding the financial depression, short crops, etc., the bank was able to pay a dividend of 20 per cent. on its paid-up capital. By a unanimous vote this was passed to the surplus fund. The new board of directors are Col. E. L. Watson, G. W. Decker, Judge Stayton, Capt. V. V. Cook, A. D. Bailey, Dr. W. H. Heard, J. D. Shephard, R. M. Johnson and W. C. Wishon. The officers elected by the board are Col. E. L. Watson, president; G. W. Decker, vice-president; Robin M. Johnson, cashier, and W. C. Wishon, assistant cashier. The bank enters on its third year on a more solid foundation than ever before.

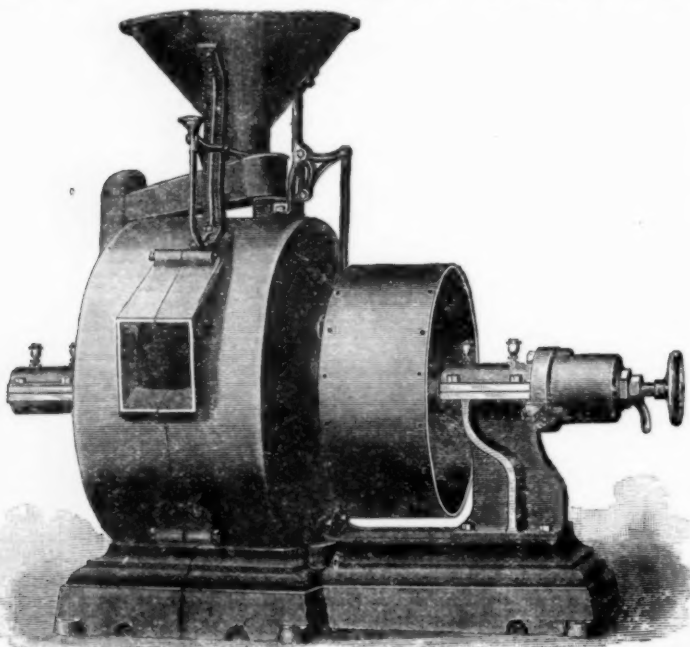


FIG. 1.

below or above, as occasion requires. The spindle is of crucible steel and hollow. The endless feed belt can be instantly tightened if it should become slack. All parts of the machine are made unusually heavy and independent of the driving device, which has been subjected to the severest tests with the most gratifying results, and there seems to be no doubt of its future popularity.

#### The Use of Rock Emery for Grinding.

The process of grinding by the use of millstones is one of the oldest mechanical

sharp. It never glazes or polishes, and cuts every substance known.

Rock emery is not a common mineral, being found in but few countries. The best comes from Greece, but the larger importations are from Turkey. It is largely used in the arts.

Millstones made of rock emery are now an accomplished fact, and a long step has thus been taken towards a cheaper pulverization of hard substances that heretofore have only been reduced at much expense of wear and tear and by slow and tedious



FIG. 2.

arts known to man. From the biblical days, when women ground at the mill and by a slow and laborious hand method prepared the meal needed for daily food, down to the latter part of the nineteenth century, the millstones ground and pulverized all articles of food or of commercial use. The only changes that have been made have been in the addition of mechanical power as a substitute for hand labor, and in flouring mills only rolls have to some extent

processes. They can reduce all materials to any degree of fineness, and, as may be imagined, are rapidly coming into general use. Their merits are recognized wherever tested.

The ability of rock emery stones to run cool is a remarkably valuable feature developed. The face of a rock emery millstone never needs dressing, as a little work on the furrows and eye (made of softer material) is all the sharpening they require. They



## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department, on page 388.]

### Lumber Directory.

Readers of the MANUFACTURERS' RECORD who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

### Meeting of the Mississippi Lumber Manufacturers' Association.

The New Orleans and Northeastern branch of the Mississippi Lumber Manufacturers' Association held their regular monthly meeting at Hattiesburg, Miss., on the 9th inst. with a good working representation of the lumber interests of that section present, and the president, J. Bourds, in the chair. The organization, after several months spent in collecting facts and figures and in ascertaining just what was required to place their business on a remunerative basis, have now gone to work in earnest to accomplish the work. A committee was formed to confer with the officers of the Queen & Crescent and other railroads looking to a reduction of freight rates, so the millmen of that section can enter the Northern markets on an equality with other sections, and they seem sanguine that their efforts will be successful. The matter of export facilities was also under discussion, and the sentiment was unanimous that with favorable dock privileges Mississippi could place its lumber outputs in foreign markets and compete successfully with any other section.

### A New Self-Feed Rip Saw.

An addition to the excellent woodwork machines, of which the Williamsport (Pa.) Machine Co. makes a specialty, is an improved self-feed, gang ripping machine, of which an illustration is given in this issue. It will rip 100,000 feet of lumber in ten hours. Three sizes are made, weighing 1500, 1600 and 1700 pounds, respectively.

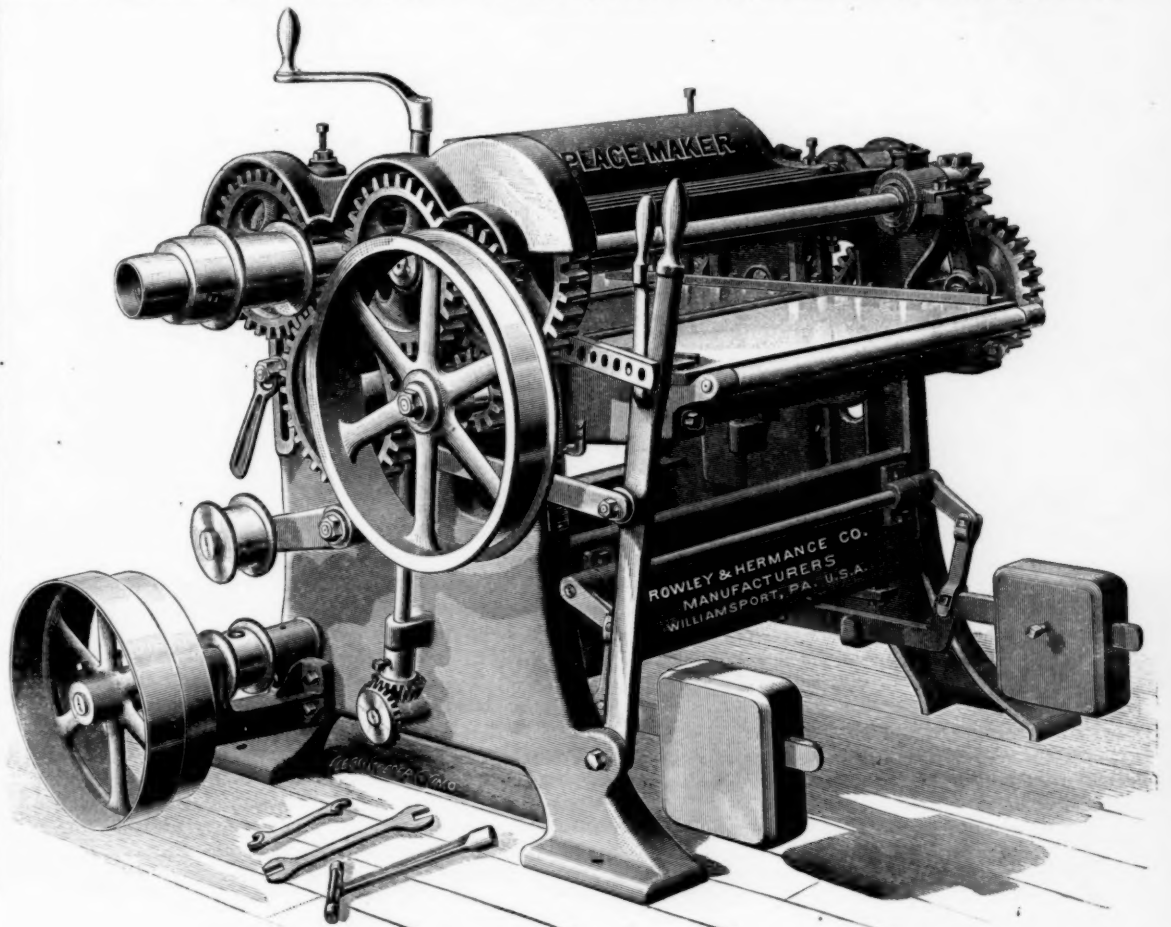
The feed rolls are all driven. The arbor is of steel, double key-seated, and runs in long self-oiling boxes. It carries two saws, one stationary and one adjustable by improved set works. The gage is also con-

moving a single bolt or screw, it being only necessary to loosen one nut and pull up the pin which holds the end bar in place, swing end bar around and have free access to change saws. An adjusting collar is fitted on the movable saw collar so all loose motion can be taken out of the U shifter used

### Peacemaker Double-Belted Single Surfacier.

The accompanying illustration shows a new double-belted single surfacer made by the Rowley & Hermance Co., of Williamsport, Pa. The machine, which has been

gibbed in the slides to take up lost motion, and by a new device can be quickly and securely clamped to the frame, making it as solid as the frame itself. The chip-breaker and pressure bars are carefully and accurately fitted. The chip-breaker rises and falls with the in-feeding roll. Both



PEACEMAKER DOUBLE-BELTED SINGLE SURFACER.

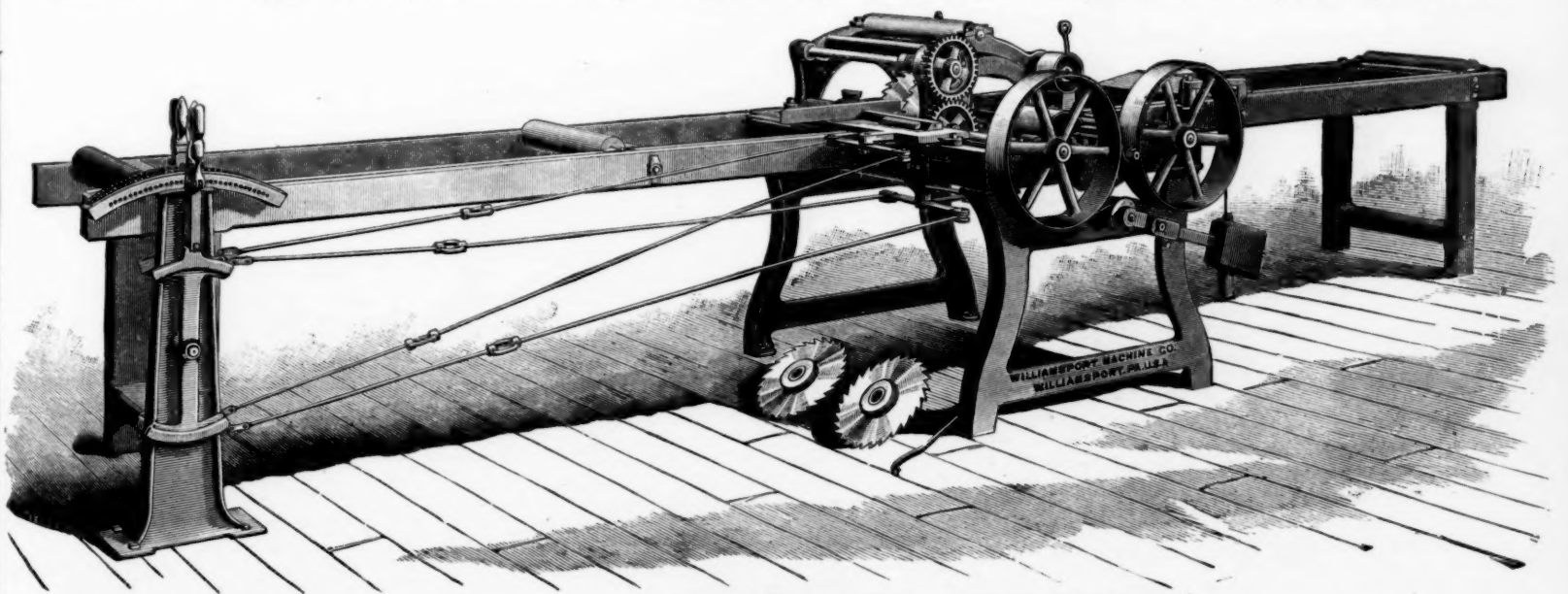
for adjusting. By this device all lost motion in set works is absolutely prevented, and lumber ripped on these machines will measure exactly the same as registered on set works. The feed works have two changes of speed. The floor stand shown in the cut is made heavy and strong, with

named the "Peacemaker," is designed to plane from one-eighth inch to eight inches thick and twenty-six inches wide.

It is a heavy, strong and compact machine of new design, for doing smooth and rapid work in planing mills, jobbing shops, casket, furniture and carriage fac-

the chip-breaker and pressure bar work very close to the knives and are adjustable to the lumber independently of each other and the feed rolls.

The feed works are very strong and the gearing extra heavy. The rolls are set close to the cylinder as possible and are



IMPROVED SELF-FEED GANG RIPPING MACHINE.

trolled by set works. A special feature of the ripper is a swinging end bar with sliding box for changing saws. This is a labor-saving improvement of unusual importance, and is constructed with special reference to easy access and quick change of saws. The saw can be taken off the arbor without re-

one lever on each side, with segmental plate on top graduated to quarters of inches. The connections are all iron, and the improved method of adjustment allows of sawing strong or scant sizes. Two stationary and two movable collars are included with each saw.

tories, etc., and has many new and valuable features. The cylinder is made of solid forged steel, with long bearings of large diameter, and belted at both ends. The bearings are carefully fitted and the boxes scraped to them. The bed is very rigid, solidly ribbed under the cylinder and

all driven. The upper in-feeding roll, which is a fluted roll, is weighted; and being connected with improved compensating weight levers, equal pressure is secured on the lumber the entire width of the machine.

This roll is also adjustable for light or





now a better demand than usual, both domestic and foreign, and prices for desirable stuff are very steady and well maintained. The local demand for building purposes is quite a feature at present, and in real estate there is a great improvement. There is a very large inquiry for buildings, and for the number of projected enterprises in and adjacent to the city there will be considerable lumber and timber required. Mills are generally well supplied with orders, and the outlook is better for an increased volume of trade in the early autumn of the current year. The shipments during the past week aggregated about 4,000,000 feet of lumber and timber, distributed as follows: New York, 393,084 feet of lumber, 16,970 railroad ties, equal to 746,680 feet, and 341 cedar logs; Baltimore, 676,242 feet of lumber; Philadelphia, 988,147 feet, and Boston, 21,856 feet. Foreign shipments were 102,101 feet of lumber and 3520 oak staves to Barcelona, 407,431 feet of lumber to Carril and 3000 oak staves to Genoa. Prices show no material change, and the market closes steady. In lumber freights there is a free offering of vessels for coastwise business, and the market is dull and easy. The rates from this and nearby ports in Georgia are quoted at \$4.50 to \$5.50 for a range including Baltimore and Portland, Me. Railroad ties, basis forty-four feet, are quoted at sixteen and a-half cents. Steamer rates to New York and Philadelphia are quoted at \$7.00, to Boston \$8.00 and Baltimore \$5.50. To Spanish and Mediterranean ports rates are unchanged.

#### Pensacola.

[From our own Correspondent.]

PENSACOLA, FLA., June 17.

The general market here has ruled quiet during the week, and few transactions in lumber or timber are recorded. The offerings of timber are very light, and the stock on hand is held by local merchants. Manufacturers have nearly all shut down for the season, and the only available supply consists of the stock held by Messrs. H. Baars & Co., and none is likely to be on the market for some time to come. In lumber there is a fair trade demand, and prices hold very steady. The shipments for the week aggregate 1,500,000 feet of sawn timber and 1,230,000 feet of lumber.

#### Mobile.

[From our own Correspondent.]

MOBILE, ALA., June 19.

The lumber and timber market has undergone but few changes during the week, and the movement in timber is very light. There is very little new business reported, and the cargoes going out are for vessels chartered some time ago. Advices from the other side show that the markets in the United Kingdom and Continent are a shade firmer as to values, and timbermen are now making their calculations for a good fall business. In lumber there is a fair demand from Northern ports, as well as from the West Indies and Central and South America. The shipments of lumber for the week amounted to 1,021,232 feet, and since September 1, 1892, they aggregate 66,460,297 feet, against 50,377,959 feet for the corresponding period in 1891-92. There is a good demand for cypress, and the price has advanced to fifteen and a-quarter cents per cubic foot. Notwithstanding the scarcity of this wood, business among shingle manufacturers is fairly active, and the association mills are behind with orders for the lower grades. The local lumber and timbermen are somewhat interested in the revival of the project for the construction of the Mobile, Jackson & Kansas City Railroad. It is stated that a construction company of local capitalists will be formed with a capital of \$100,000 to build and equip the first twenty miles of this road. Its completion will open up some valuable pine timber lands and will

be of great commercial value to Mobile. With regard to freights on lumber and timber, rates remain unchanged. For lumber to the West Indies the quotations are \$6.00 and \$8.00; coastwise, \$6.00 and \$6.50; Rio Janeiro, \$18.00, and Mexico, nominal. Timber to the United Kingdom is 28s. to 29s. per load for hewn, and sawn £4 7s. 6d. to £4 12s. 6d.; deals £4 5s. to £4 10s. per standard.

#### New Orleans.

[From our own Correspondent.]

NEW ORLEANS, LA., June 17.

The lumber market here is of the usual quiet tone peculiar to midsummer, and there has been some decrease in the volume of trade during the week. The high water and crevasses in the levees have had a rather depressing effect, which, however, is only temporary. There is a good outlook in this industry in Louisiana, and reports from the interior milling sections show that there will be considerable development during the coming fall and winter seasons. The improvement in real estate during the past year has created a very active demand for lumber and timber for building purposes. The export demand has been quite light of late, and stocks on hand are ample for all present requirements. In and around the city there is considerable activity among planing mills and furniture manufacturing concerns, and all are generally well supplied with orders. The following statement, compiled by Mr. Charles Dirmeyer, secretary of the Mechanics, Dealers and Lumbermen's Exchange, represents the receipts of building material from September 1, 1892, to June 16, 1893:

Material.	This week.	1892-93.	1891-92.
Lumber . . . . .	2,275,226	76,939,960	63,197,195
Shingles . . . . .	150,000	5,081,550	5,854,000
Laths . . . . .	55,000	5,501,800	2,870,401
Bricks . . . . .	352,000	28,483,000	17,769,351
Sand . . . . .	10,945	550,994	343,020
Lime . . . . .	1,800	86,490	68,135
Cement . . . . .	600	50,329	145,220
Fire-brick . . . . .	....	108,600	791,786
Shells . . . . .	2,640	60,112	55,396
Oak staves . . . . .	30,600	3,120,281	2,800,760
Cypress staves . . . . .	105,000	3,264,954	4,689,490

#### Beaumont.

BEAUMONT, TEXAS, June 17.

Just at this particular period of the season the market for lumber is more or less quiet, and the movement not of the usual volume. The demand, however, is better than in former seasons, and comes mainly from points in the State, while that from outlying sections in Nebraska and other States is light at the moment. While the mills in this section are not overrun with orders, there is a steady business in progress, and nearly all are running to their full capacity. The Beaumont Journal, in its review of the lumber market, says: "There is a fair demand for all classes of dealers' stocks. It is not so large as a few months ago, but considering the season it is quite satisfactory. The bulk of the orders coming in now are from Texas dealers, who, however, appear to be doing no more than providing for the daily demand. In other States the dealers appear to be taking a rest. It should be stated, however, that they were large buyers two or three months ago, and are no doubt as a general thing pretty well stocked up." As to the list of values for the various grades of lumber, prices continue firm and unchanged. Cypress shingle manufacturers are doing more business, and mills have now a prospect for better supplies of timber. There is, however, a light demand for shingles at present, and prices hold very steady. At Orange the business in milling circles is light compared to the volume of trade in May, but the lumber industry at this point is considered in a healthy condition. Among the orders received, T. Bancroft, Sons & Co. have booked one for 1,600,000 feet of railroad lumber, and they are shipping yard stock

almost as fast as it is manufactured. The shingle market, however, is dull, and what sales are made show a very narrow margin of profits. The L. Miller Shingle Co.'s mill has a fair supply of cypress timber to keep it running for two months to come.

## COTTON MARKET.

NEW ORLEANS, LA., June 19.

Editor Manufacturers' Record:

The week opens with a less favorable outlook so far as Liverpool is concerned, which has been a great stimulant to the market during the recent advance, and it looks as though English spinners have bought enough for the immediate as well as the nearby future, and in that event a larger spot business is not likely for some time, unless reports from the growing crop should alarm them. We think there is a general disposition in the Gulf States to regard the crop as not up to the average. How far this may be correct, however, is one of the unknown quantities. The market is likely to be a nervous one, as in fact it usually is at this season always, but we think there are more conflicting reports about the crop now than there generally is at this time, and this applies to Texas more particularly, where exactly contradictory reports come from the same section of the State. The supply of cotton of all kinds on Saturday last showed for the whole world that while the loss since the previous Saturday had been 134,000 bales, the loss the same week last year was 130,000 bales, while at the same time the American supply had lost 110,000, against 100,000 during the same period last year. This is all the more strange, considering the large spot sales at Liverpool last week, and further shows how slowly the world's supply is being diminished, the ratio of decrease being about only the same as last year. The actual figures of American on Saturday showed a supply of 2,582,000 against 2,987,000 last year. The short interest has been largely taken out of the market by the advance of the last few weeks, and, therefore, what remains of that interest is largely against actual cotton, and consequently it remains uncovered, whether market advances or declines, until it is profitable to the spot owner; but the speculative long interest is without any protection, and unless Liverpool continues her recently large spot movement we are likely to have more timidity on the part of longs than shorts, unless, of course, crop accounts should become unfavorable.

ATWOOD VIOLETT & CO.

#### CLOSING PRICES OF COTTON FUTURES.

Months.	New Orleans. June 21.	New York. June 21.	Liverpool. June 21.
June . . . . .	7.52	7.55	4 21-64 sel.
July . . . . .	7.52	7.71	4 21-64 sel.
August . . . . .	7.61	7.84	4 22-64 buy
September . . . . .	7.63	7.10	4 23-64
October . . . . .	7.68	7.98	4 24-64
November . . . . .	7.78	8.06	4 25-64
December . . . . .	7.83	8.13	4 26-64
January . . . . .	....	8.19	4 28-64
February . . . . .	....	8.16	4 28-64

Tone of market. Quiet and steady. Steady. Firm.

#### CLOSING PRICES OF SPOT COTTON.

Grade.	New Orleans. June 21.	New York. June 21.	Liverpool. June 21.
Middling . . . . .	8 3-16	8	4 1/2
Low middling . . . . .	7 7/8	7 9-16	4 5-16
Good ordinary . . . . .	7 9-16	6 1/2	4 3-16
Tone of market.	Quiet.	Steady.	Good demand

#### The Naval Stores Market.

The market for naval stores at Savannah is reported firm and advancing. High-grade rosins have been advancing at the rate of about ten cents a day for the week ending the 10th inst. Last year the highest grades of rosin, or water white, on June 9 sold at \$2.90 per barrel, window glass at \$2.60, N at \$2.35 and M at \$2.25. On

Friday last these grades brought \$4.25, \$4.00, \$3.75 and \$3.25, respectively, while at the first of this season they sold at \$3.10, \$2.85, \$2.60 and \$2.50. The first three grades of these rosins have advanced \$1.15 per barrel since the beginning of the season, and the last grade seventy-five cents. Turpentine remains steady at twenty-six and three-quarter cents. The following is the naval stores statement compiled at the close of business on the 16th inst.:

#### RECEIPTS.

	1893.		1892.	
	Spirits.	Rosin.	Spirits.	Rosin.
On hand April 1.	7,443	68,573	3,392	39,034
Rec'd this week.	8,175	19,737	8,920	23,276
Rec'd previously	65,574	155,670	78,546	173,129
Total receipts	81,192	243,980	90,858	235,439

#### SHIPMENTS.

	1893.		1892.	
	Spirits.	Rosin.	Spirits.	Rosin.
Foreign.....	39,765	85,915	41,248	94,871
New York.....	9,401	29,539	12,569	38,678
Coastwise and interior towns.	11,719	29,739	23,334	43,854
Total shipments	60,885	145,193	77,151	177,403
Stock June 16, '93	20,307	98,787	13,707	58,036

#### Coal and Coke Notes.

THE Bird's-eye Coal Mining Co. has completed its railroad from Jellico to Bird's-eye, extending a distance of seven miles through one of the richest coal sections in the South. A large tiphouse is now being built at the company's mines, and upon its completion shipments of coal will be commenced.

MESSRS. R. L. LOTT and Geo. W. Colwell, of Alcona, Mich., filed a general creditors' bill in the chancery court at Knoxville, Tenn., on the 15th inst., praying the appointment of a receiver for the Pioneer Coal & Coke Co., operating mines in Campbell county. On the 20th the chancellor appointed B. S. Colwell, receiver.

As a result of a contract recently placed with the Gulf, Colorado & Santa Fe Railway for the delivery of 50,000 tons of Alabama coal at Galveston, Texas, during the next twelve months, an elevator will be built. Messrs. Clarke & Co. will erect it at a cost of \$10,000, and it will be capable of handling 1000 tons of coal daily.

THE Roanoke Coke & Coal Co. held its first annual meeting at Roanoke, Va., last week, and the following officers were elected: Wm. Booth, president; W. C. Brooke, vice-president, and A. D. Rice, secretary and treasurer. The company was formed last year with a paid-up capital of \$50,000, and opened mines at Rolfe, W. Va., where large quantities of fine coal are now being marketed. A battery of 100 coke ovens is now in course of erection.

#### Southern Iron Notes.

ON the 15th inst. the Lone Star Iron Co., of Jefferson, Texas, executed a deed of trust and preferred creditors to the amount of \$50,513.47. Mr. W. T. Armistead has been appointed receiver.

A GENERAL meeting of the stockholders of the Blue Ridge Iron Co. has been called for June 24 at Stanley, Va.

THE Birmingham (Ala.) Rolling Mill will shut down July 1 for the usual annual repairs.

THE Wheeling (W. Va.) Steel & Iron Co. expects to commence at once to improve its Rockwood steel and skelp departments, also build anew and increase materially the capacity of its "Top mill," and reline and otherwise improve the Belmont blast furnace.

# CONSTRUCTION DEPARTMENT.

**WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.**

\* Means machinery is wanted, particulars of which will be found in "Machinery Wanted" columns.

In correspondence relating to matters reported in this paper, it will be a favor if it is stated that the information was gained from the MANUFACTURERS' RECORD.

## ALABAMA.

Athens—Cheese Factory.—A cheese factory is in course of erection. R. B. Mason can probably inform.

Birmingham—Broom Factory.—The Birmingham Broom Co. has lately been organized and started a broom factory.

## ARKANSAS.

Camden—Bottling Works.—Fort & Littlejohn contemplate enlarging their bottling works.

Huntington—Coal Mines.—The Kansas & Texas Coal Co. is putting new machinery in its mines.

La Grange—Saw Mill.—Reeves, McDonald & Co. will rebuild their saw mill reported in this issue as burned.

Little Rock—Fence Company.—The Arkansas Grooved Picket Fence Co. has been reorganized with A. W. Fisher, president, and R. D. Partee, secretary and general manager.

Lumber—Saw Mill.—J. M. & V. M. Davis have erected a saw mill.

Ogden—Saw Mill.—Short & Son are erecting a saw mill.

Ogden—Saw Mill.—F. M. W. Bates and F. H. Watson are erecting a saw mill.

Pine Bluff—Car Shops.—The St. Louis Southwestern Railway will within two months commence the erection of its new car shops which are to cost \$75,000.

## FLORIDA.

Deep Creek (no postoffice)—Saw Mill.—Frank Rogers is erecting a saw mill on the Jacksonville, St. Augustine & Indian River Railway at Deep Creek.

Eau Gallie—Ice Factory.—A 10-ton ice factory will be erected.

Gainesville—Canning Factory.—W. D. Fildes, of Jenifer, Ala., contemplates establishing a canning factory in Gainesville.

Idlewild—Saw and Shingle Mill, etc.—A Mr. Ritter, of Washington, D. C., will erect a saw and shingle mill and box factory at Idlewild.

Inverness—Box Factory.—The erection of a box factory is projected by a Northern party now in correspondence with C. C. Davis.

Tallahassee—Ice Factory.—The Thomasville Ice Co. will erect an ice factory in Tallahassee.

## GEORGIA.

Atlanta—Furniture Company.—The L. McManus Furniture Co. has been incorporated with a capital stock of \$30,000.

Butler—Medicine Factory.—Respass & Bro have established a patent-medicine factory.

Cuthbert—Shoe Factory.—J. B. McWilliams will start a shoe factory.

Cuthbert—Shoe Factory.—Charles Taunton has started a shoe factory.

Forsyth—Electric-light Plant and Water Works. The city contemplates erecting an electric-light plant and water works, and will vote on issuing bonds for that purpose. The mayor can give information.

Macon—Hat Company.—The Macon Hat Co. has been granted a charter with a capital stock of \$15,000.

Marietta—Knitting Mill.—B. K. Couper is erecting a knitting mill.

Savannah—Millinery Company.—S. Krouskoff, Jacob Cohen and Peter T. Foye have incorporated the Krouskoff Millinery Co. to manufacture and

deal in all kinds of millinery. The capital stock is placed at \$25,000.

Thomasville—Electric-light Plant.—The Thomasville Exchange & Banking Co. has purchased the city electric-light plant.

Tucker—Furniture Factory.—J. A. Wells & Sons have started a furniture factory.

## KENTUCKY.

Beattyville—Coal Mines.—The coal mines of the Three Forks Investment Co. and the Beattyville Mineral & Timber Co. have been purchased by parties who will develop same. They will erect a \$10,000 plant at once.

Carlisle—Steam Laundry.—The Sea Foam Steam Laundry, reported in this issue as burned, will be rebuilt at once.

Corydon—Flour Mill.—The Anchor Roller Flour Mills, reported in this issue as damaged by fire, will be repaired at once and resume operations.

Elizabethtown—Steam Laundry.—E. H. Wintersmith has purchased the Crescent Steam Laundry and will operate it. Improvements in machinery have been made.

Louisville—Broom Works.—The Louisville Broom Works, reported as burned, will be rebuilt at once.

Midway—Grain Elevator.—The grain elevator burned at Midway will be rebuilt.

## LOUISIANA.

Lake Arthur—Rice Mill.—A 200-barrel rice mill will be erected on the Taylor & Evans plantation.

New Orleans—Dry-kiln.—The New Orleans Stave & Heading Co. will rebuild its dry-kiln reported in this issue as burned.

New Orleans—Lumber Mills.—The Big Creek Lumber Co., reported last week as chartered, has the following incorporators: Geo. J. Gould, Edwin Gould, Howard Gould, A. H. Calef, E. B. Wheelock and Robert Strong.

New Orleans—Iron Works.—The Mims Iron Works Co., Limited, recently reported as chartered, will operate Edward & Cucula's foundries. Wm. K. Wilson is president; Alex. L. Center, secretary and treasurer, and Gaston F. Cucula, vice-president.

Plaquemine—Saw and Shingle Mills.—The Cypress Lumber & Shingle Co. will at once rebuild its shingle and saw mills reported in this issue as burned.

Rayne—Water Works.—A system of water works is contemplated by the city. Clerk to council can give information.

Shreveport—Steam Laundry.—The Shreveport Steam Laundry, reported in this issue as burned, will be rebuilt.

## MARYLAND.

Baltimore—Bridge.—McCabe Bros. have received contract from the city to erect a stone bridge to cost \$319,915.

Baltimore—Electrical Manufacturing.—J. Frank Morrison, Gwynne E. Painter, David F. Pennington, Solomon Nordlinger, Edward D. Crook, H. Samuel, Geo. A. Muller and Edward V. Quigley have incorporated the Painter & Morrison Co. to manufacture electric lamps, etc. The capital stock is \$50,000.

Baltimore—Coal Company.—Thomas J. Boswell, Archibald H. Taylor, Omer F. Hershey, Roland W. Hodges and E. Parkin Leech, Jr., have incorporated the Merchants' Coal Co. to deal in coal. The capital stock is \$20,000.

Baltimore—Lead Works.—The James Robertson Manufacturing Co. has been incorporated to manufacture lead pipe, sheet lead, shot, etc.

Boothby Hill—Creamery.—James R. Gorrell will establish a creamery.

Ellicott City—Factory.—Oberndorf & Openheim, of Baltimore, will erect a factory in Ellicott City.

Frederick—Water Works.—Contract for an additional water works reservoir has been let by the city to Lane Bros., of Morgantown, W. Va., at \$13,850.

## MISSISSIPPI.

Enterprise—Spoke Factory.—Peter Madsen contemplates engaging in the manufacture of spokes.

Jackson—Manufacturing.—William Henry is working up a co-operative factory.

Vicksburg—Electric Plant.—The Hill City Electric Railway & Light Co. has reorganized, and T. M. Smedes is president and J. B. Mattingly, vice-president. Two new dynamos will be added to the plant and general improvements made.

## NORTH CAROLINA.

Bakersville—Distillery.—A distillery has been erected in Mitchell county, on Rock creek.

Charlotte—Drug Company.—The Charlotte Drug Co. has been formed to deal in drugs, etc., by Wm. Wilson, C. C. Wilson, S. A. Wilson and A. R. Stokes. The capital stock is \$10,000.

Clyde—Harness and Shoe Factory.—B. B. Jones is building a shoe and harness factory.

Fallston—Flour Mill.—A roller process flour mill will be built.

Greenville—Tobacco Prizeries.—The Greenville Tobacco Warehouse Co. will erect two additional tobacco prizeries.

Kinston—Knitting Mill.—The Orion Knitting Mills will put in new machinery.

Leaksville—Cotton Mill.—The Leaksville Cotton Mills, reported in this issue as burned, will be rebuilt at once.

Maxton—Cotton Mill.—A cotton mill has been erected. J. S. McRae can inform.

Pantego—Creamery.—R. J. Bowen contemplates the erection of a creamery.\*

## SOUTH CAROLINA.

Easley—Cotton Mill.—The erection of a cotton mill is talked of.

Rock Hill—Canning Factory.—The Egypt Cannery has commenced operations.

Rock Hill—Cotton Gin.—J. R. Neisler is erecting a cotton gin.

Rock Hill—Cottonseed-oil Mill.—The erection of a cottonseed-oil mill by outside capitalists is contemplated.

## TENNESSEE.

Harriman—Vehicle Works.—A. M. Burr is engaged in organizing a \$15,000 stock company for the purpose of manufacturing carriages, wagons, etc.

Memphis—Dry-kiln.—P. J. Cirkle will rebuild his dry-kiln reported in this issue as burned.

Peacher's Mills—Woolen Mills.—Woolen mills will be erected. E. W. Cunningham can inform.

Peacher's Mills—Flour Mill.—A flour mill will be let to contract very shortly. E. W. Cunningham can inform.

Pinewood—Flour Mill.—J. M. Graham will erect a 40-barrel roller process flour mill.

Winchester—Electric-light Plant.—Contract has been let for a plant to light Winchester and Decherd.

Winchester—Saw and Planing Mill.—J. S. Vaughn & Co. will rebuild their saw and planing mill reported in this issue as burned.

Wolf Creek—Manufacturing and Land Company.—The American Oblique Manufacturing & City Development Co. has been chartered to manufacture doors, etc., and develop a town-site. The incorporators are L. W. Murch, Fred R. Coker, C. H. Stead, W. R. Smith, Hugh J. Stoddard and Geo. B. Townsend.

## TEXAS.

Abilene—Plaster Works.—An abandoned plaster of paris factory near Abilene has been purchased by monied parties who will put in new machinery and operate it.

Belmont—Telephone Line.—A company has been organized to construct a telephone line from Belmont to Luling. L. P. David is president.

Donnetts—Lumber Mills.—A. S. Donetts, William McCready and Edward Bodie have incorporated the Nebraska Lumber Co., with a capital stock of \$8600, to operate lumber mills.

Elmendorf—Cotton Gin.—Fowler & Womack will remodel their cotton gin and increase its capacity.

Elmendorf—Cotton Gin.—Simon Fest has erected a new cotton gin.

El Paso—Marble Quarries.—White and black marble deposits have been found in El Paso county, and will doubtless be developed. R. L. Hall, of Eddy, N. M., or C. P. Toberman, of Dallas, Texas, can probably give information.

Fort McKavett—Canning Factory.—The Range Canning Co. will remodel its buildings and put in new canning machinery.

Fort Worth—Publishing Company.—S. J. Triplett, R. N. Derham and E. S. Gard have incorporated the Triplett-Derham-Gard Printing & Publishing Co. with a capital stock of \$100,000.

Fredericksburg—Grain Elevator.—F. Vanderstucken is erecting 12,000-bushel grain elevator.

Galveston—Elevator.—Clarke & Co. will erect a coal elevator of 1000 tons capacity, at a cost of \$10,000.

Houston—Iron Foundry.—A. Cushman has purchased for \$25,000 a tract of land upon which he will erect an iron foundry.

Kilgore—Saw Mill and Woodworking Plant.—R. W. Wynn, Jr., will establish a sawing and woodturning plant.

Kilgore—Saw Mill.—Brasheer & Wynn will start a saw mill at Kamp's Switch.

New Braunfels—Ice Factory.—John Sippels has built an ice factory.

Paris—Increase Capital.—The Elliott Bottling Works has increased its capital stock to \$30,000.

Pine—Saw Mill.—J. T. Pilgrim will erect a saw mill.

Smithville—Cotton Compress.—The Smithville Compress Co., which recently formed and let contract for compress, has filed an amendment to its charter authorizing an increase of its capital stock from \$25,000 to \$50,000.

Temple—Broom Factory.—W. A. Long will rebuild his broom factory reported in this issue as burned.

## VIRGINIA.

Bedford City—Flour Mill.—E. D. Slaughter is improving and will put in operation the Liberty Roller Mills.

Berryville—Flour Mill.—J. T. Lovett is erecting a roller process flour mill.

Fredericksburg—Canning Factory.—Loomis, Cross & Tyler have erected a canning factory, and are now putting in the machinery.

Norfolk—Land Improvement.—The Waverly Water Front Improvement & Development Co. has been chartered with a capital stock of \$50,000. Leigh R. Watts is president; V. G. Culpepper, vice-president, and James T. Borum, treasurer.

Norfolk—Electric-light and Water Works.—The franchise lately granted to the Berkeley & South Norfolk Electric Light & Water Co. has been transferred to the American Pipe Manufacturing Co., which will build and operate the plant.

Norfolk—Real Estate.—The McDonald Co. has been incorporated with a capital stock of \$300,000 to deal in real estate. Richard H. McDonald, of San Francisco, is president; A. P. Thom, vice-president, and Charles G. Ramsay, treasurer.

Purcellville—Grain Elevator.—J. R. Smith & Co. are erecting a grain elevator.

Richmond—Brick Works.—The Burton Brick Co. has been incorporated, with a capital stock of \$10,000, for the purpose of manufacturing bricks. J. L. Taliaferro is president; Clarence G. Burton, vice-president, and A. W. Lamb, secretary and treasurer.

Richmond—Lumber Mills.—The Conquest Tie & Lumber Co. has been incorporated with a capital stock of not less than \$25,000 nor more than \$100,000. E. B. Addison is president; J. W. Allison, vice-president, and John Addison, secretary.

## WEST VIRGINIA.

Alum Bridge—Lumber Mills.—David A. Clark, Henry Bulkley, Jno. C. Jenkins, Joseph A. Murray and Henry A. Jones, of Baltimore, Md., have incorporated the Glen Alum Lumber & Mining Co. to operate lumber mills, etc.

Glen Jean—Coal Mines.—Justus Collins, of Goodwill; Geo. M. Jones, James W. Watts and R. T. Watts and Jones, of Lynchburg, Va., have incorporated the Collins Colliery Co. to operate coal mines.

Glenville—Gas Company.—A charter has been issued to the Glenville Natural Gas Co.

Hendricks—Saw Mill.—A. H. Harper, M. F. Wiley, L. W. Wiley, L. W. Jones, Geo. W. Pyle and Thaddeus Harper have incorporated the Laurel Fork Boom & Lumber Co. to erect a saw mill and maintain a lumber boom.

Martinsburg—Foundry and Machine Shops.—John Fitz will establish foundry and machine shops to employ twenty-five hands.

Montgomery—Foundry and Machine Works.—The Valley Foundry & Machine Works (J. T. Doyle, proprietor), reported in this issue as burned, will be rebuilt.

Paint Creek—Lumber Company.—J. H. Burns, Baruchas Burns, S. N. Ford, H. L. Davis and G. C. Lewis have incorporated the Paint Creek Boom & Driving Co. to operate lumber booms.

Parkersburg—Land Company.—Lyander Dudley, W. M. Smith, F. P. Moats, J. W. Vandervorst and H. G. Cole, of Parkersburg, and W. P. McKinney, of Belpre, Ohio, have incorporated the Parkersburg Land & Loan Co.

Randall—Lumber Mills.—Alex. H. Tate, Ida C. Tate, S. W. Rogers, W. G. Tate, Alex. G. Tate, of Randall, and M. C. Canterbury, of Hudson, have incorporated the Cheat River Boom & Lumber Co. with a capital stock of \$25,000.

Sutton—Veneer Mill.—Mr. Hill will erect a veneer mill. Site has been secured.

Wellsburg—Barrel Factory.—The Standard Oil Co. will start manufacturing its oil barrels near Wellsburg.

Wheeling—Oil Company.—C. C. Chamberlain, David Iseman, Thos. Cushing, Jno. Murphy, M. Egan, Jno. M. McLeon, Thos. Morrissey, of Washington; R. and C. P. Brown, of Wheeling, have incorporated the Waverly Oil Co.

Wheeling—Iron Furnace.—The Wheeling Iron & Steel Co. will completely rebuild the furnace at the Top mill.

## BURNED.

Carlisle, Ky.—The Sea Foam Steam Laundry. Centre, Texas.—The Centre Hotel, owned by A. C. Holt.



Corydon, Ky.—The Anchor Roller Mills damaged by fire.

La Grange, Ark.—Reeves, McDonald & Co.'s saw mill.

Lake City, Fla.—Harden & Mathews' store at Hagan Station.

Leaksville, N. C.—The Leaksville Cotton Mills.

Louisville, Ky.—The Louisville Broom Works; loss \$5700.

Memphis, Tenn.—P. J. Circle's dry-kiln; loss, \$6000.

Midway, Ky.—The Midway grain elevator.

Montgomery, W. Va.—The Valley Foundry and Machine Works; loss \$5000.

New Orleans, La.—One produce and one fruit shed of the Louisville & Nashville Railroad Co. and one fruit shed of the Illinois Central, with wharves and fruit; loss, estimated, \$60,000.

New Orleans, La.—The New Orleans Stave & Heading Co.'s dry-kiln.

Plaquemine, La.—The Cypress Lumber & Shingle Co.'s saw and shingle mills; loss \$20,000.

Shreveport, La.—The Shreveport Laundry; loss \$4000.

Temple, Texas.—W. A. Long's broom factory.

Terra Alta, W. Va.—N. W. Fitzgerald's hotel; loss estimated \$15,000.

Waxahachie, Texas.—The Houston & Texas Central Railway depot.

White Springs, Fla.—Charles O. Brown & Co.'s stables, stores of M. M. Knight, Adams & Bro., Thomas A. Edwards and L. M. Anderson; loss \$33,000; insurance \$5,000.

Wilmington, N. C.—Brick warehouse owned by the Calder estate; loss, estimated, \$18,000.

Winchester, Tenn.—J. S. Vaughn & Co.'s saw and planing mill; loss \$10,000.

## BUILDING NOTES.

Abita Springs, La.—Hotels.—It is reported that two hotels for summer visitors will soon be erected.

Atlanta, Ga.—Engine-house.—The new fire-engine-house will cost about \$4000. Plans are being prepared.

Augusta, Ga.—Hospital.—Mayor Alexander writes that the city hospital enlargement will cost \$30,000, and work will be commenced in the fall. Address Dr. W. H. Doughty, Jr.

Baltimore, Md.—Dwellings.—Henry Shirk will erect three three-story dwellings on Mount Vernon avenue; Henry Schlessinger will erect eight two-story brick tenements on O'Donnell street.

Bartow, Fla.—Depot.—The South Florida Railway depot being built will contain 500 square feet of platform space, with two waiting rooms.

Bartow, Fla.—Hotel.—Funds are being raised to build a hotel.

Centrepont, Ark.—Church.—The church at Centrepont destroyed by a cyclone will probably be rebuilt. Rev. C. W. Strickland, Nashville, Ark., is raising funds.

Charlotte, N. C.—The Little Rock colored congregation will have a new edifice. F. W. Ahrens may be addressed.

Crowley, Miss.—Jail.—L. T. Noyes, of Houston, Texas, has the contract for building the jail at Crowley, Miss.

Cumberland, Md.—Hall.—The hall building built in connection with the Church of St. Peter and Paul will be 45x100 feet and cost \$12,000. Landwehr & Glick are the contractors.

Fayetteville, N. C.—Courthouse.—Work on the Fayetteville courthouse is to begin in July. It will be 60x80 feet. Bruce & Morgan, Atlanta, are architects.

Georgetown, D. C.—University Addition.—The Georgetown University will be enlarged by a three-story addition 18x53 feet. William J. Kolb has the contract.

Hampton, Va.—Warehouse.—John B. Lake will rebuild his burned warehouse. The new building will be three stories high.

Hempstead, Texas.—Courthouse.—The bid of M. Clark, of Galveston, to build the courthouse for \$30,800 has been accepted.

Houston, Texas.—Store.—W. D. Cleveland & Co. will erect a brick store for wholesale business. Address E. T. Heiner.

Inverness, Fla.—Hotel.—It is understood that a \$5000 hotel will be built at once.

Inverness, Fla.—School.—Plans for a school building have been prepared.

Inverness, Fla.—Hotel.—The Florida Orange, Canal & Transit Co. has had plans prepared for a hotel building.

Jackson, Miss.—College.—Work on the proposed female college will be begun this summer. Dormitories will be erected for 200 boarders, and the institute proper will accommodate 400. Address Prof. F. T. Fitzhugh, Jackson.

Little Rock, Ark.—Depot.—It is stated that the Missouri Pacific will build a union depot to cost \$100,000, of brick, stone and iron.

Lynchburg, Va.—School.—Goodman & Agnor will build a school in Lynchburg to cost \$13,500.

Morganton, N. C.—Hotel.—A stock company has been formed to build a \$20,000 hotel at Morganton.

Raleigh, N. C.—The North Carolina Lunatic Asylum will be enlarged to accommodate 100 more patients. A steam laundry will be added.

Richmond, Texas.—Depot.—The Santa Fe & Southern Pacific contemplate building a union depot at Richmond to cost \$15,000.

Richmond, Va.—Armory.—The cavalry armory to be built will cost \$11,210. Jarvis & Glinn have the contract.

Roanoke, Va.—Hospital.—The Roanoke Hospital now being built is 40x70 feet, three stories high and will cost \$20,000. Menafee & Ware are the contractors.

Rock Hill, S. C.—College.—The proposed industrial college will cost about \$90,000. Address W. J. Roddy.

Rogersville, Tenn.—College.—The Rogersville College is to be three stories high, 42x116 feet, and will cost \$15,000. It is to be completed October 1.

Rogersville, Tenn.—College.—A. H. Probst, of Concord, N. C., has the contract for building the Rogersville College.

San Antonio, Texas.—Business Block.—G. G. Clifford will erect a brick and stone business block to cost \$15,000.

San Antonio, Texas.—Theatre.—It is stated that B. F. Yoakum will erect a seven-story building, two floors of which will be used for theatrical purposes and the rest for offices.

San Antonio, Texas.—Office Building.—The Steves estate, it is reported, will erect an office building.

Waco, Texas.—Courthouse.—A committee is examining sites for the proposed courthouse, which it is expected will cost about \$200,000.

Washington, D. C.—Mrs. Jennie Plager will erect seven dwellings on M street to cost \$50,000; fronts will be Indiana limestone and pressed brick; F. B. Pyle has plans for a dwelling at 19th and K streets of brownstone, press brick and terra-cotta, and hardwood interior; Charles Garrett will build seven houses at Le Droit Park to cost \$23,000; William Kimmel will build ten dwellings in the same park to cost \$23,000; Barnes & Simpson will build two houses on 21st street to cost \$15,000; D. E. Kleps will build an apartment house in Le Droit Park three stories high and 36x70 feet.

Waxahachie, Texas.—Bank.—M. E. Kerrigan & Co., of Dallas, will build the Citizens' Bank building for \$17,300.

Weldon, N. C.—Town Building.—A building to contain a lock-up and mayor's office will be erected. Address the mayor.

Wilson, N. C.—Warehouse.—Calvin Barnes will build a large tobacco warehouse.

## RAILROAD CONSTRUCTION.

### Railroads.

Arkansas City, Kans.—A company headed by Judge Martin, of Guthrie, Oklahoma, has been organized to construct a road from Stevenson, on the Missouri, Kansas & Texas, to Vernon, Texas, on the Fort Worth & Denver line.

Aurora, Mo.—An official of the Greenfield & Northern writes that the company is making surveys for an extension from Greenfield, Mo., to Cedar county, Mo., which will be built at once. The line may be continued into northern Arkansas. Address the general manager, Aurora, Mo.

Chattanooga, Tenn.—It is stated that the Chattanooga & Southern will add several locomotives to its rolling stock.

Cumberland, Md.—Fifty miles of the route of the Baltimore & Cumberland have been surveyed from Baltimore to Hancock. Surveys are now being made in the direction of Williamsport.

Georgetown, Texas.—The proposed line between Georgetown and Granger, of which sixteen miles have been graded, it is reported, will become part of the Trinity-Llano system when the latter is built.

Hillsboro, Texas.—New ties and steel rails are being put on the line of the Texas Central through Hill county.

Iron Gate, Va.—The railway being built by the Alleghany Iron Co. is nearly completed. Its gauge is three feet and its length three and a-half miles. It extends from the Grace mines to the Craig Valley branch of the Chesapeake & Ohio.

Jellico, Tenn.—The Bird's-eye Coal Mining Co.'s line from Jellico to Bird's-eye has been completed. It is seven miles long.

Lake Worth, Fla.—It is expected that the Flagler railway from Rock Ledge to Lake Worth will be completed by January 1, 1894. It is 112 miles long. It will form a southern extension of the Flagler system in central Florida.

Mobile, Ala.—The Dauphin Island & Moss Point Railroad Co. has been organized to build a road from Dauphin Island through the State of Mississippi. The officers are J. B. Lyon, Chicago, president; John Cothran, Mobile, secretary.

Newcastle, Ky.—An electric line to Eminence, four miles from Newcastle, is projected. John D. Carroll may be addressed.

Paris, Texas.—Surveyors of the Texas Midland are within twenty miles of Paris, running a line via Cooper, Texas, to Paris.

Savannah, Ga.—Track-laying on the Florida Central & Peninsular has begun four miles from the city. About seventy-five miles of road are graded, and enough rails and ties are on hand to complete forty miles of road.

Velasco, Texas.—The Velasco Terminal Railroad Co. proposes to build a branch from Alvin to Angleton, in Brazoria county. The distance is about twenty miles.

Wheeling, W. Va.—The Ohio River Railway is filling in several high trestles near Wheeling.

Winchester, Tenn.—The Robertson Electric Railway Co., which has begun building a line to Decherd, will build a road from Winchester to Lynchburg, in Moore county, about fifteen miles long.

### Street Railways.

Atlanta, Ga.—The Metropolitan dummy line has been equipped for electric motors.

Elk City, W. Va.—The Kanawha Street Railway Co. has petitioned the city council for an electric railway franchise.

Memphis, Tenn.—The property of the East End Street Railway Co. will be sold at auction July 20.

New Orleans, La.—The New Orleans Traction Co. has absorbed the Crescent City Railroad Co. It guarantees to pay the latter's floating debt and to pay stockholders 6 per cent. on their investment. The Crescent lines will be equipped with electricity. H. M. Little may be addressed.

Salem, Va.—It is proposed to extend the Roanoke-Salem electric line to Lake Spring.

Wheeling, W. Va.—The city council has given the Wheeling Railway Co. the right to construct an electric road on three of the city streets.

## MACHINERY WANTED

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Cotton Mill.—Outfit of machinery for cotton mill of 5000 spindles and 750 looms will be wanted at King's Mountain, N. C. F. Dilling can inform.

Cotton Mill.—Philip S. Baker, King's Mountain, N. C., will want 150 looms.

Creamery.—R. J. Bowen, Pantego, N. C., wants estimates on outfit for creamery.

Lard Machinery.—The Houston Oil Refining & Manufacturing Co., Houston, Texas, wants to correspond with manufacturers of machinery for compounding lard. John Woodhead is secretary.

Locomotive.—J. T. McLane, Graham Mines, W. Va., wants a tramroad locomotive. Second-hand one will do.

Match-making Machinery.—Parties who furnish machinery and full outfit for making matches address P. O. Box No. 277, Norfolk, Va.

Pipe.—T. W. Rosborough, Corley, Texas, will probably want piping.

Pump.—T. W. Rosborough, Corley, Texas, will probably want a pump.

Rails.—J. T. McLane, Graham Mines, W. Va., wants T rails. Second-hand will do.

Roofing.—C. E. Greneaux, Natchitoches, La., is in the market for iron roofing.

Saw Mill.—Frank Strauss, P. O. Box 213, Pulaski City, Va., wants a mulay saw mill.

Tanks.—The Landa Cotton Oil Co., New Braunfels, Texas, wants oil tanks.

Water-wheel.—B. G. Mann, New Market, Va., wants a second-hand turbine wheel.

Woodworking Machinery.—Hitch & Evans, Knoxville, Tenn., want prices on woodworking machinery.

THE Cortright Metal Roofing Co., of Philadelphia and Chicago, in its advertisement of this issue directs attention to its patent improved valley. Heretofore its patent valley has been made with one fold on each side, to which the slates or shingles were attached. The improvement consists of an extra fold on each side, thus forming double protection against driving storms. The folds provide amply for expansion and contraction of the metal. While this valley is especially intended for use with its metallic tiles, shingles, etc., yet it is also used extensively with wood shingles and slate. It can be supplied in any weight of copper or brand of roofing tin.

## SOUTHERN FINANCIAL NEWS.

### New Banks.

Tampa, Fla.—A bonded warehouse and banking company is being organized at Marti City, near Tampa, with \$100,000 capital.

Wilmington, N. C.—Stock is being subscribed for a savings bank to be started at Wilmington with \$25,000 capital.

Alvin, Texas.—The Alvin Bank has suspended payment owing to a personal difficulty between two of its officers. The bank is reported solvent.

Austin, Texas.—The city authorities have sold \$50,000 worth of the \$400,000 worth of dam bonds. Morton & Co., of New York, agreed to take the entire amount, but it is reported they are unable to do so owing to the money market.

Baltimore, Md.—The reorganization plan of the Pennsylvania Steel Co. provides for issuing a new mortgage of \$9,000,000 upon all the property of the company and of the Maryland Steel Co. Of this \$4,000,000 are to be reserved, and the remaining \$5,000,000 6 per cent. bonds are to be issued at once and offered pro rata to the shareholders at eighty-five, the time of subscription expiring July 20. The bonds may be converted at any time within five years into 8 per cent. preferred stock of the company.

Baltimore, Md.—At the annual meeting of the Canton Company W. B. Brooks was re-elected president; Alexander Brown, vice-president, and W. W. Janney, secretary and treasurer. The report shows \$17,799.70 receipts in excess of expenses. The Canton Company owns a large tract of land on Baltimore harbor.

Baltimore, Md.—The City Passenger Railway Co. has declared a dividend of \$1.00 per share.

Baltimore, Md.—The Baltimore & Ohio has declared a semi-annual dividend of 3 per cent. on first and second preferred stock.

Bedford City, Va.—The Liberty Perpetual Building & Loan Co. has declared a 4 per cent. semi-annual dividend.

Brownwood, Texas.—It is reported that the City National Bank has suspended, with assets of \$397,200. Its capital is \$150,000.

Brunswick, Ga.—John S. Thomas has been appointed receiver of the suspended First National Bank.

Chattanooga, Tenn.—The Penny Savings Bank has closed its doors and J. H. Crabtree has been appointed assignee. Its deposits were about \$6000, all from negroes.

Chattanooga, Tenn.—The City Savings Bank has been forced to close its doors. Its assets are reported to be \$475,000 and liabilities \$250,000.

Dallas, Texas.—The Trust Company Building Association has been incorporated with \$85,000 capital.

Donaldsonville, La.—The Bank of Donaldsonville has declared a dividend of 8 per cent. and added 8 per cent. to its surplus. It has been in operation but one year.

Jefferson, Texas.—The Lone Star Iron Co. has gone into a receiver's hands; liabilities estimated at \$100,000.

Johnson City, Tenn.—The Embreville Freehold Land & Railway Co. has given a deed of trust on \$45,000 worth of stock to cover \$35,000 in debts.

Hagerstown, Md.—The city will sell \$10,000 bonds for street improvements.

Lonaconing, Md.—The Lonaconing Savings Bank has opened 915 new accounts since April 1.

Macon, Ga.—The Macon Construction Co. at its annual meeting elected A. Proudfit, president; A. B. Small, vice-president, and H. L. Jewett, secretary and treasurer.

Monroe, Ga.—The Monroe Telegraph & Telephone Co. has declared a dividend of 18½ per cent. on its first year's business.

Montgomery, Ala.—The total issue of bonds by the corporation for sewers, pavements and school-houses will be \$250,000; interest 5 per cent.

Nashville, Tenn.—Comptroller Eckels has ordered a 30 per cent. dividend paid to stockholders of the suspended Commercial National Bank.

New Orleans, La.—The Lafourche basin levee board offer for sale \$10,000 in bonds, with July interest.

New Orleans, La.—The New Orleans Traction Co. has declared a semi-annual dividend of 3 per cent.

Newport News, Va.—The Citizens' & Marine Bank has declared a semi-annual dividend of 3 per cent.

Newport, Ark.—The Bank of Newport cleared 20 per cent. on its capital during the past year.

Richmond, Va.—Auditor Ryland has issued about \$130,000 of the State refunding bonds in place of old issues thus far deposited.

Roanoke, Va.—The West End Brick Co. and the West End Brick & Tile Co. have assigned to D. S. Good. The liabilities are estimated at \$11,000; assets \$16,000.

Wilmington, N. C.—The Bank of New Hanover has suspended. Its capital was \$275,000 and surplus \$150,000.

Winston, N. C.—The Winston Loan & Trust Co. has been incorporated with \$300,000 capital. \$218,000 worth of North & South Alabama bonds and \$840,000 worth of Chicago, Rock Island & Texas collaterals have been listed at the New York Stock Exchange.

### TRADE NOTES.

THE Berlin Iron Bridge Co., of East Berlin, Conn., is putting up a new foundry for the Watts-Campbell Co. at Newark, N. J.

THE D'Este & Seeley Co., of Boston, has just received a large order for Curtis balanced steam traps from the Geo. W. Newell Co., of Philadelphia.

THE corporation of Croton Falls, N. Y., has bought one of the Gleason-Bailey patent hose carriages built of steel and arranged for two horses.

THE Wheland Machine Works, Chattanooga, Tenn., is doing an excellent business. It has sold more improved trimmers and edgers within the last few weeks than ever before in the same period.

THE Toledo Machine & Tool Co., of Toledo, Ohio, reports business unusually brisk in all lines and the outlook in every way encouraging. During last month the number of orders received was the greatest of any month, except one, since the company has been in business.

A PROMINENT contracting firm doing a large business throughout the country is extending operations into the South, and proposes securing an able representative to look after its interests in that section. The firm makes a specialty of water works, railroads, elevators, power plants and all heavy structural work.

AMONG the June sales of the Atlanta agency of the Stilwell-Bierce & Smith-Vaile Co. are a 42-inch cylinder gate wheel, a rotary fire pump and friction gears for Bowen, Jewell & Co.'s factory; also a pair of 36-inch cylinder gate wheels, with rope drive, a fire pump and friction gears for the Camden Cotton Mills, Camden, S. C.

STEEL roofing, iron roofing and siding, roofing paints, in any style or shape, is manufactured extensively by the Chattanooga Steel Roofing Co., Chattanooga, Tenn. This company has every facility for making prompt shipments, and, with the large variety shown in its 1893 catalogue, can have no trouble in filling any sized order.

THE Wirt & Knox Manufacturing Co., of Independence, Mo., has received through the Day Rubber Co., of St. Louis, Mo., an order for eighty of its new pattern steel-wheeled horse carts for government use at the various forts throughout the West. The carts were first thoroughly tested at the public grounds at Washington, D. C.

THE business heretofore carried on under the name of the Erie Engine Works, Erie, Pa., (Cleveland & Hardwick, proprietors), has been incorporated under the laws of the State of Pennsylvania, taking effect June 2, 1893, and will hereafter be known as the Erie Engine Works; William Hardwick, president; F. F. Cleveland, secretary and treasurer.

ROWLEY & HERMANCO Co., the well-known builders of woodworking machinery at Williamsport, Pa., write us: "We are having a nice trade, running full capacity and full time. Have just completed an addition to our works which gives us 5000 square feet more of floor surface, and still find our works inadequate to meet the demand for our goods."

MESSRS. BYRAM & Co., Detroit, Mich., have just shipped the second Colliu cupola furnace to the Marietta Hollowware & Enameling Co., Marietta, Pa.; one to the Wilbraham-Baker Blower Co., Trenton Junction, N. J.; two to the Hydraulic Machine Works, Pittsburg, Pa.; one to the United States navy-yard, Mare Island, Cal.; one to the Connersville Blower Co., Connersville, Ind.

BESIDES making a specialty of cast-iron gas and water pipe, M. J. Drummond, Corbin Building, New York city, does foundry work to specifications for mines, railways, water and gas works. He has on hand always defective pipe to sell at special prices for railway culverts, and deals in valves, hydrants, lamp-posts, etc. Upon application price-lists and discounts will be mailed.

C. H. DEMPWOLF & Co., of York, Pa., have recently received an order for fertilizer machinery from Staley, Radford & Co., London, to be shipped to Mauritius island. They believe this order came through an advertisement in the MANUFACTURERS' RECORD. Other recent orders are from the John S. Smith Co., Trenton, N. J.; the Riverside Acid Works, Warren, Pa., and the Jarecki Chemical Co., Sandusky, Ohio.

MR. E. R. RICHARDS, the New York agent for the J. A. Fay & Egan Co., of Cincinnati, Ohio, has lately secured several large orders for com-

plete outfits for new factories, notable among which is the one for J. Curley, the carriage manufacturer, of Brooklyn, N. Y. The additions consist of band saws, circular saw, planers, shapers, boring machines, sand belts, rounding machines, emery wheel grinders, blowers, some special machines and several elevators, all of which are run by electricity.

THE American White Lead and Color Works, of New Orleans, report the following recent shipments: Two carloads paint to Lake Charles, La., two carloads to Monroe, La., three carloads to Fort Worth, Texas, and one carload each to Dallas, Texas, San Antonio, Texas, Cincinnati, Ohio, and Jacksonville, Fla. This company's territory embraces Louisiana, Mississippi, Georgia, Alabama, Florida, Tennessee, Texas, Arkansas, Colorado, Utah and California, and large orders have been filled in each of these States.

A. T. SHOEMAKER, of 115 Broadway, New York, has been appointed sales agent for the Ideal nut-lock, manufactured by the Ideal Manufacturing Co., of Reading, Pa. This nut-lock is especially adapted for locomotives and cars of all kinds, steam and street railway tracks, frogs and switches, as well as bridge work. It is made from fine steel, hardened and tempered in oil, and has a large amount of spring power to prevent the nut from working loose. Mr. Shoemaker in addition keeps a complete line of railway equipment and supplies, and will send samples of the Ideal nut-lock to any address.

ONE of the largest and most complete exhibits of woodworking machinery in machinery hall at the World's Fair in Chicago is that of the J. A. Fay & Egan Co., of Cincinnati, Ohio. The space is convenient, conspicuous and central in location, the large size resulting from a consolidation of the two spaces awarded J. A. Fay & Co. and the Egan Co., respectively. The combination placed the new company in possession of a space covering 6000 square feet, in which are arranged a large number of standard and special machines which, though they do not represent the complete set manufactured by this company, give a very satisfactory idea of its products. The Egan Co., though much the younger concern, has taken medals of highest merit wherever its machines have been displayed. At all the great expositions of this country it has been awarded prize medals for superiority and excellence, as its machinery was of the highest efficiency and very latest approved character. The J. A. Fay & Egan Co. will not rest upon past laurels, but, with a purpose and aim to seek additional ones in the future, will build only that which will be perfect in every particular, and which too, will be the most recent results of American ingenuity, wherein fast, reliable and economical productions will be had.

### TRADE LITERATURE.

"CLAY TESTING" is the title of a little pamphlet published by J. W. Penfield & Son, of Willoughby, Ohio, makers of brick and clay machinery. It gives many useful hints to prospective brick manufacturers relative to the kind of machinery needed to work in clay. Some of the tests described are those by examination, the quarter-size test, the chemical analysis, the actual working test and the physical test of brick.

THE Norton Emery Wheel Co.'s catalogue for 1893, issued from the company's main office at Worcester, Mass., is a valuable little book to file away in factory and foundry offices. It contains descriptions of the emery-wheel machinery made by this company, also lists of wheels, bricks, rub and sharpening stones, cylinder and cup wheels. The Norton wheels are put together without pressure, and the company claims that each particle of a wheel cuts, owing to the fact that there is no waste material to interfere with the work. The wheels are made to work wet or dry.

THE sample pages which have recently been issued by the American Well Works are taken from the corporation's encyclopedia on wells and well digging. They are neatly bound together, and contain some of the many varieties of well machinery which this concern makes. Well digging and boring outfits for steam or horsepower and many designs of pumping machinery are shown between the covers. One of the specialties is a drill for hydraulic jetting and rock work. A hydraulic jetting machine mounted on wheels for easy conveyance is also illustrated and described. The American Well Works has offices at present in Aurora and Chicago, Ill.; Dallas, Texas, and Sydney, Australia.

THE Van Winkle Gin & Machinery Co., of Atlanta, Ga., and Dallas, Texas, has a wide reputation as a representative Southern manufacturing concern. The catalogue it has just issued gives only a small idea of the scope of its business. Some of its specialties are gins, cottonseed-oil mills, feeders, presses, condensers, fertilizer machinery, saw mills and the Keeling ice machine. The catalogue contains illustrations of the Van Winkle gin and seed huller, also presses and linters. Several varieties of cottonseed heaters are also shown. The back part of the book is devoted to several pages of testimonials, which

prove how satisfactory the machinery of the Van Winkle Company is to its patrons.

A LARGE variety of engines, boilers and mills for all purposes is described in the latest catalogue issued from Wheland's Machine Works, Chattanooga, Tenn. One of the engines made at this plant is the centre crank stationary, which has the advantages of being compact, portable and convenient. The portable and semi-portable engines built at the Wheland works also have a reputation for efficiency and durability. One feature of the portable engine is the ease with which the boiler can be detached when necessary and the engine set on a foundation. The latter will work well when set 300 feet away from the boiler. Mills for all sizes of sawing plants are made, as well as all parts of saw-mill machinery. Some of the Wheland specialties are single side-edgers, gang-edgers, improved trimmers and rolls, which work lumber to the best advantage.

### TO THE WORLD'S FAIR VIA B. & O.

Going via Washington and Returning via Niagara Falls.

The Baltimore & Ohio Railroad has placed on sale at its offices throughout the East excursion tickets to Chicago, good going via Washington and returning via Niagara Falls, with privilege of stop-over at each point. These tickets are valid for return journey until November 15, and are not restricted to certain trains, but are good on all Baltimore & Ohio trains, and permit holders to travel via Pittsburg or via Grafton. By either route passengers cross the Alleghany mountains, 3000 feet above the sea level, amid the most picturesque scenery in America. Sleeping car accommodations may be reserved in advance upon application to nearest Baltimore & Ohio ticket office.

### National Holiday Excursion Rates Over Wheeling & Lake Erie Railway.

On the occasion of our national holiday, July 4, 1893, the Wheeling & Lake Erie Railway will sell excursion tickets from all stations, July 3 and 4, at half rates, with tickets good up to and including July 5, 1893.

### Summer Excursion Tickets

To all Northern and Eastern seaside, lakeside and mountain resorts, to Deer Park and Oakland, the Virginia Springs, Niagara Falls, Luray Caverns, Gettysburg, and to all other points where people gather in search of health and pleasure, are now on sale at all Baltimore & Ohio ticket offices at greatly reduced rates. These tickets will be sold from June 1 to September 30, and are valid for return passage until October 31. Before selecting your route or resort consult Baltimore & Ohio summer excursion book, in which shortest routes and lowest rates via "Picturesque Baltimore & Ohio" to all resorts are given from points on that road east of the Ohio river, profusely and artistically illustrated. This book can be procured free of charge upon personal application to ticket agents Baltimore & Ohio Railroad Co., or you can have it mailed to you by sending name and address, with ten cents in stamps to Chas. O. Scull, General Passenger Agent, Baltimore, Md.

### TO THE SECURITY-HOLDERS

#### OF THE GEORGIA PACIFIC RAILWAY COMPANY AND COLUMBIA AND GREENVILLE RAILROAD COMPANY.

The Richmond and Danville Underlying Bondholders' Committee recommend and approve of the modifications in favor of your securities offered by Messrs. Drexel, Morgan & Co., and that you immediately deposit your securities under their plan of reorganization as so modified.

THE MERCANTILE TRUST AND DEPOSIT COMPANY OF BALTIMORE is authorized to receive your securities and is prepared to issue its negotiable receipts therefor.

The time limit for such deposits is fixed for June 27, 1893, for Georgia Pacific securities, and for July 8 for Columbia and Greenville securities. Prompt action is necessary.

J. WILLCOX BROWN,  
Chairman.

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